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FINAL ENVIRONMENTAL IMPACT REPORT

VOLUME 2 REVISED APPENDIX D: DOUGHERTY VALLEY SPECIFIC PLAN TRAFFIC STUDY

**DOUGHERTY VALLEY GENERAL PLAN AMENDMENT,
SPECIFIC PLAN, AND RELATED PROJECTS**

COUNTY FILE #2-91-SR

SCH #91053014

November 1992

Final
Environmental Impact Report

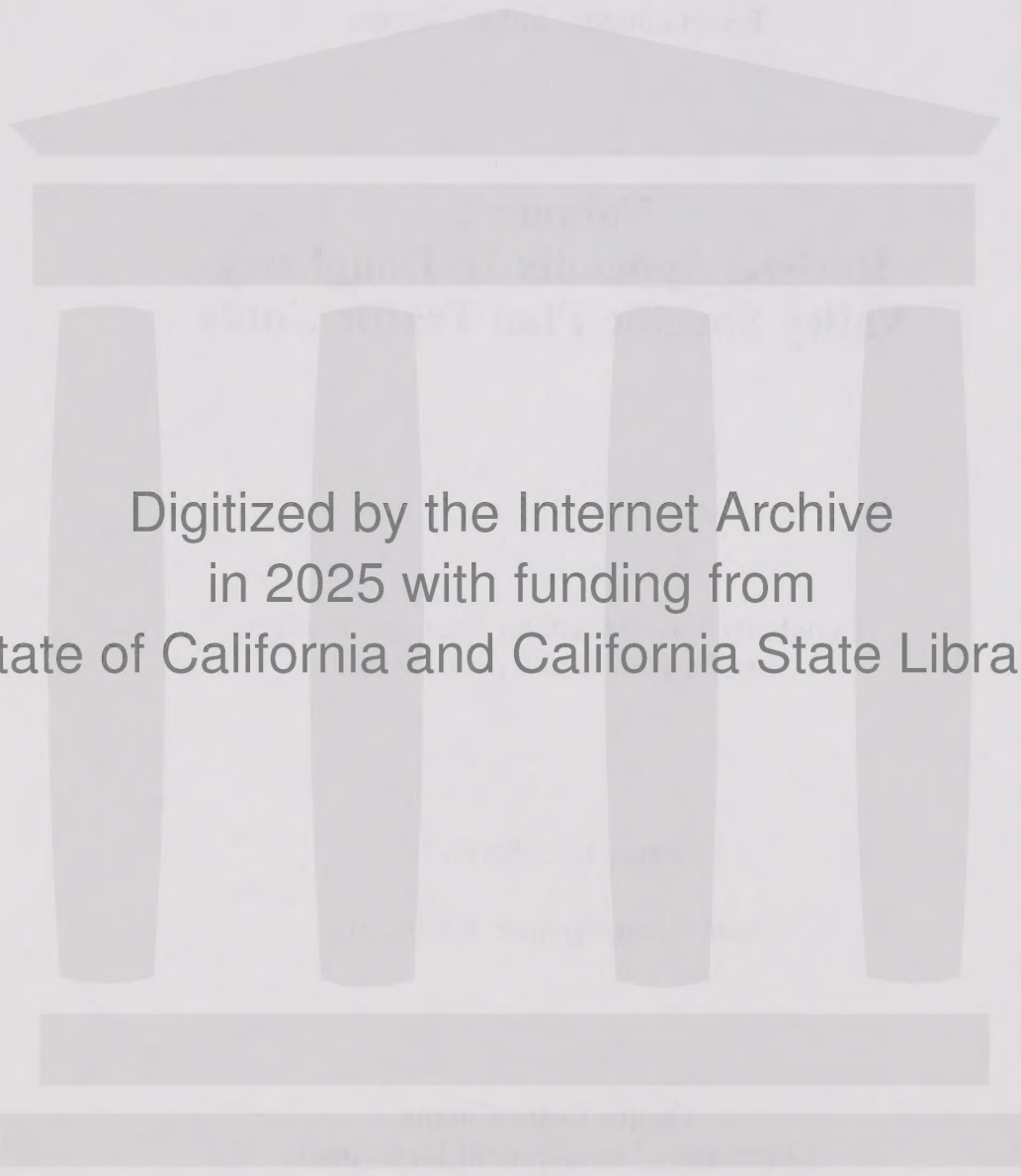
Volume 2
Revised Appendix D: Dougherty
Valley Specific Plan Traffic Study

Dougherty Valley General Plan Amendment,
Specific Plan, and Related Actions

County File #2-91-SR

State Clearinghouse #91053014

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Appendix D. Circulation

Appendix D-1. Dougherty Valley Specific Plan Traffic Study

Traffic Study

In

Contra Costa County

Final Report

June 2, 2003

Revised October 21, 2002

1/12/03 Transportation Consultants
and Civil Design, Inc.
Fremont, CA 94538-7700

City of Dublin
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Dougherty Valley Specific Plan

Traffic Study

In

Contra Costa County

Final Report

June 4, 1992

Revised October 29, 1992

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Introduction and Summary

Introduction

This report presents the transportation analysis for the Dougherty Valley Specific Plan that is under environmental review by the Contra Costa County Community Development Department. The Specific Plan area includes 5,800 acres of land located along the southern County boundary just east of the City of San Ramon. The latest composition of the Specific Plan analyzed in this study consisted of 11,000 residential units along with commercial services, schools, parks and recreation areas to serve the Dougherty Valley community. Two of the Tri-Valley's major employment centers, Bishop Ranch and Hacienda Business Park, are located within two to three miles of this site. A significant portion of the Dougherty Valley residents are expected to be employed at these centers which will help to reduce the journey-to-work travel in and out of the Tri-Valley.

The traffic and transportation analysis considers future circulation conditions in years 2000 and 2010 on the local and regional street, highway and transit systems. A separate Cumulative analysis is made for an unspecified period beyond year 2010 when the local City and County General Plans are built out, and other proposed developments beyond General Plans in the Tri-Valley are completed.

Future traffic forecasts were made with the assistance of a computerized traffic model that represents travel patterns within the Tri-Valley area, and these future volumes were analyzed to determine the future performance levels of the transportation system. Any transportation services or portions thereof that can be expected to fall below the accepted performance levels in a particular jurisdiction are culled out as potential impacts, and reasonable mitigation measures are recommended to eliminate or minimize all significant impacts.

Summary

Planned roadway and highway improvements in the Tri-Valley area that are scheduled to be implemented by the time the Dougherty Valley Specific Plan is fully developed (2010) will adequately serve planned growth including the Dougherty Valley during the average weekday in most cases. However, the forecasted peak hour demands do exceed planned capacities at several locations within the system, most notably on freeway segments and many study intersections. The impact of the proposed Dougherty Valley project represents one component of the future poor service conditions. Other planned growth, both within and in addition to existing General Plans, contribute substantially to future travel impacts.

This study recommends mitigation measures to provide adequate daily and peak hour travel conditions within the study area to serve the future traffic demands. The mitigation measures address possible physical improvements to the system, and also suggest methods for reducing travel demands from the proposed project and within the Tri-Valley area. These recommendations should be integrated with the forthcoming findings of the Tri-Valley Transportation Council Action Plan study (schedule to be completed in 1992).

The mitigation measures are separated into the following three categories:

- No Project Mitigations - A substantial portion of the mitigation measures are attributable to planned growth in the Tri-Valley without the proposed project. The No Project mitigations should be implemented by the responsible planning agency on a fair share basis during project review.
- Project Mitigations - The added increment of travel demand associated with the proposed Dougherty Valley project are identified as the responsibility of the applicant.
- Regional Mitigations - Regional solutions to reducing automobile travel demand will provide relief for the freeway corridors and major arterials. These mitigations could be implemented by one or several (jointly) of the following regional transportation agencies including the Tri-Valley Transportation Council, Contra Costa Transportation Authority, Alameda County Congestion Management and the Metropolitan Transportation Commission.

No Project Mitigations

Proposed or planned growth in the Tri-Valley other than Dougherty Valley will cause traffic volumes to exceed the capacity of the future freeway and arterial roadway system at several locations during peak hours. Additional measures will be needed to provide acceptable traffic and transportation service. The following No Project mitigation improvements may be included in a future regional mitigation fee program (under review by the TVTC).

- *Interstate 580* - The ultimate widening of this facility to ten lanes between Vasco Road and I-680 is planned by Caltrans, but no funding source is identified for this major improvement. Regional participation in the widening project may be required.
- *Crow Canyon Road* - Contribute to the improvement of Crow Canyon Road to a six-lane arterial between Dougherty Road and Camino Tassajara.
- *Dougherty Road* - Contribute to the improvement of Dougherty Road to a six-lane arterial between Old Ranch Road and Dublin Boulevard.
- *Dublin Boulevard* - Contribute to the easterly extension of Dublin Boulevard from the Southern Pacific Railroad right-of-way in Dublin to Airway Boulevard in Livermore.
- *Fallon Road* - Contribute to the northerly extension of Fallon Road to intersect Tassajara Road just south of the County line.
- *Stoneridge Drive* - Contribute to the easterly extension of Stoneridge Drive to Jack London Boulevard in Livermore.
- *Tassajara Road* - Contribute to the improvement of Tassajara Road to a six-lane arterial between Fallon Road and Dublin Boulevard.

- In addition, several intersection improvements within the study area are identified in the Mitigations section (see Table XVIII and XIX).

Project Mitigations

Several project mitigation measures were identified to provide for additional off-site street capacity, and to reduce the project demand for off-site automobile travel. The proposed on-site circulation plan (PBR, December 1991) provides for several important features that should be maintained to reduce automobile travel and to encourage bicycles and pedestrian travel. These features include:

- An integrated bicycle path and sidewalk plan along all arterial and collector streets.
- Park and ride lots at convenient intervals along Dougherty Road and Bollinger Canyon Road.
- Street cross-sections along Bollinger Canyon and portions of Dougherty Road that include right-of-way for a possible light rail transit extension.
- Plans to extend public transit service to provide alternative means of access within Dougherty Valley and to major off-site destinations.
- A transit center near the Village Center to encourage use of bus and/or rail facilities.

On-Site Mitigations

The on-site plans and policies for circulation and land use should be revised or amended to consider the following mitigation measures. Two of the mitigations relate to providing coordinated land use and transportation planning between the Dougherty Valley and the adjacent Tassajara Valley areas. Strategic planning of these two new areas together will help to lessen the demand for travel on existing roadways within the surrounding communities.

- Provide commercial and service facilities that will serve the Dougherty Valley and the adjacent Tassajara Valley communities.
- Consider augmenting on-site roadways to provide more direct access between the Dougherty Valley and the adjacent Tassajara Valley plan areas. Possible alternatives include the southerly extension of Lawrence Road, or a new east-west collector road between Tassajara Road and East Branch Road.
- Provide information coordination services for alternative transportation including public transit, rail, and ridesharing. A Transportation Demand Management coordinator could be located in a small central office near the Village Center.
- Provide phased roadway improvements according to the Dougherty Valley Specific Plan (PBR, December 1991) to serve phased growth of the area.
- Plan for traffic signals at all study intersections on-site. This includes major intersections along Dougherty Road, Bollinger Canyon Road, and Windemere Parkway.

Off-Site Mitigations

The off-site mitigation measures include the following roadway improvements which are in addition to the proposed circulation plan. It will be important to assess the fair share portion of these roadway widening improvements for Dougherty Valley in the context of other planned growth in this area. The following Project mitigation improvements may be included in a future regional mitigation fee program (under review by the TVTC).

- *Crow Canyon Road* - Contribute to the improvement of Crow Canyon Road to a six-lane arterial between Dougherty Road and Camino Tassajara. The need for improvements on Crow Canyon Road may be obviated if an additional connector road between the Dougherty Valley and the Tassajara Valley is provided as recommended in the On-Site mitigations.
- *Dougherty Road* - Contribute to the improvement of Dougherty Road to a six-lane arterial between Old Ranch Road and Dublin Boulevard.
- *Tassajara Road* - Contribute to the improvement of Tassajara Road to a six-lane arterial between Fallon Road and Dublin Boulevard.
- In addition, several intersection improvements are identified in the Mitigations section (see Table XVIII, XX and XXI) that will provide adequate service to the Dougherty Valley project.

Implementation of the recommended Project mitigation measures will reduce impacts to a level of insignificance.

Regional Mitigations

Future year freeway operations studies indicates excessive travel demands during peak hours on both the I-580 and I-680 corridors. A multi-jurisdictional approach to these transportation problems could include the following measures:

- Continue to pursue plans to enhance future transit service in the Tri-Valley area. Key elements of the regional transit effort include provision for a rail system between areas north of the site (i.e. Walnut Creek and Concord) and future Dublin BART stations; feeder bus service to key light rail junctions, and integrating local bus service across jurisdictional boundaries.
- Promote plans for alternative transportation corridors that will relieve excessive future travel demands on I-580 and I-680. Current alternatives include upgrading of Route 84 through Livermore to freeway standards, and the construction of the mid-state tollway.
- Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, and High Occupancy Vehicle lanes.
- Establish regional land use plans that seek to lessen the demand for travel into and out of and through the Tri-Valley transportation system.

Description of Proposed Development

The Dougherty Valley is located east of the City of San Ramon and north of the Alameda County line approximately two miles from regional freeways (see Figure 1). It includes land on both sides of Dougherty Road, from Camp Parks on the south to near the Crow Canyon and Dougherty Road intersection on the north. The Dougherty Valley is centrally located within the Tri-Valley sub-region. It is within a mile and a half of both Bishop Ranch and Hacienda Business Park. It is situated between developed areas in San Ramon to the west, developing areas in East Dublin to the south, the Sycamore Valley and West Branch developments in the City of San Ramon and the Town of Danville to the north.

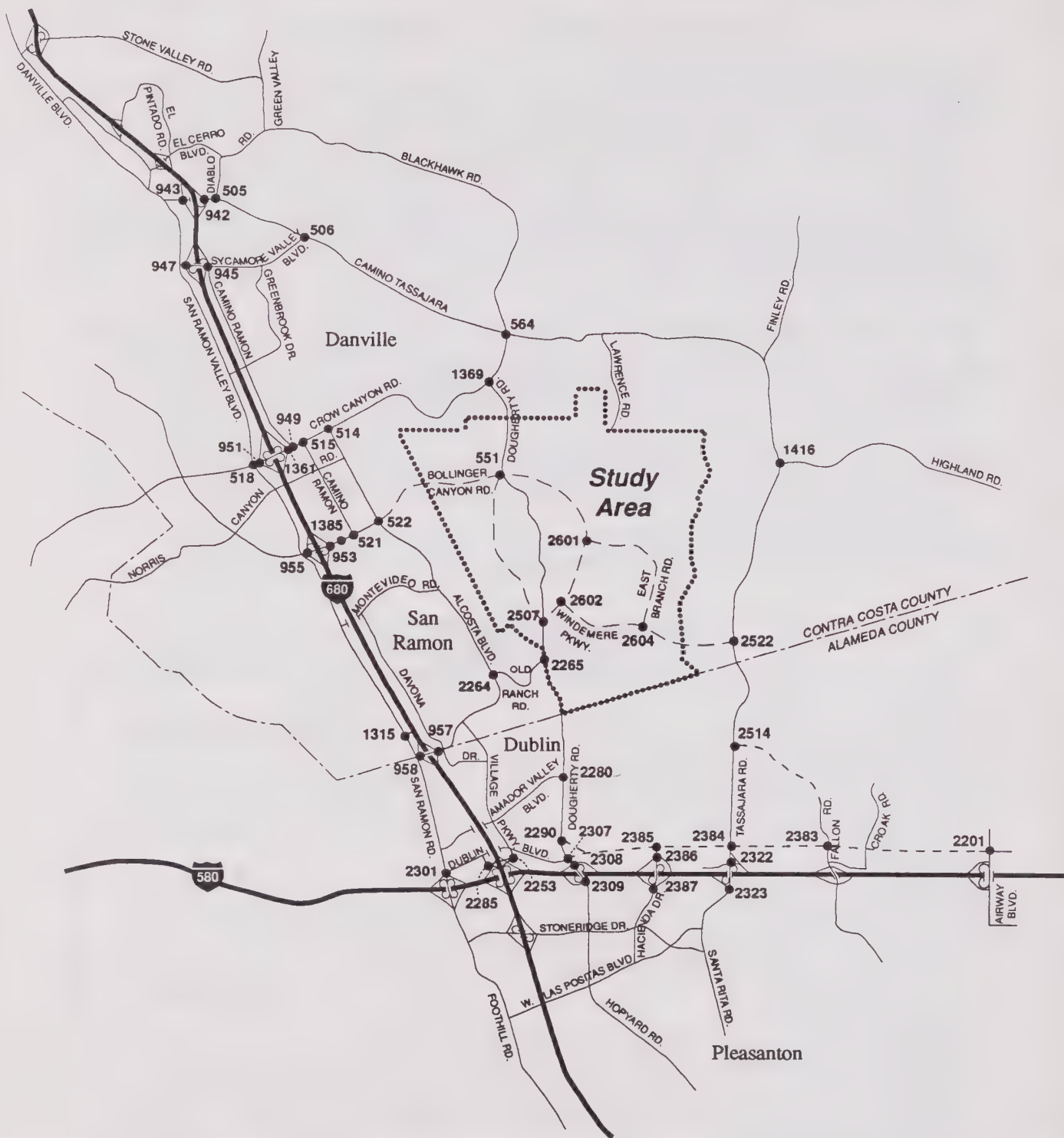
The Dougherty Valley Specific Plan area encompasses 5,800 acres that are currently designated for agriculture and open space in the Contra Costa County General Plan. The proposed Specific Plan envisions a mix of housing types with supporting commercial, educational, and recreational facilities to create a new community that will be phased over the next 15 to 20 years. The Specific Plan land development categories summarized in Table I below illustrate the variety of land uses proposed for the Dougherty Valley and also show the maximum amounts permitted in each category. If the plan considered in this study is fully developed, there would be a total of 11,000 residential dwelling units.

Table I
Dougherty Valley Specific Plan
Land Use Summary

Land Use Description	Dwelling Units	Acres
Single Family Residential	4,923	1,369
Multi Family Residential	6,077	772
Mixed Use (Office, Retail)		33
Commercial		14
Schools		120
Churches		12
Golf		155
Parks and Recreation		280
Open Space		1,970
Camp Parks		915
Major Roadways		166
Total	11,000	5,806

Source: PBR, October 22, 1991 Land Use Plan

Previous studies conducted by the City of San Ramon (*Dougherty Valley Specific Plan Draft EIR*, 1991) have evaluated a range of residential development within the Dougherty Valley from 3,500 to 13,000 units including an 11,000 unit alternative.



LEGEND

- Study Intersection



North

Not to Scale

Dougherty Valley Traffic Study
Study Area

Prepared By
TJKM

FIGURE

1

Existing Conditions

The transportation of the Dougherty Valley Specific Plan focus on the regional access to the Dougherty Valley area and internal circulation within Dougherty Valley. This section describes the existing roads and highways in the study area (Figure 1), the current traffic volumes and system performance levels, the existing transit system.

Freeway System

The Dougherty Valley is located approximately two miles from the regional freeway system. The freeway system will provide regional service to the Dougherty Valley. The two area freeways are Interstate 580 (I-580) and Interstate 680 (I-680). Access to and from Dougherty Valley will rely on arterial routes for local trips and access to freeways. It is expected that the serviceability of the street system will be tested most keenly where the arterial routes connect to the freeway system at interchanges within the study area. Recent traffic counts on study area freeways and streets are shown in Figures 2 for the regional area.

Interstate 580

Interstate 580 is an eight-lane freeway running east-west about two miles south of the Dougherty Valley. To the east, I-580 connects to eastern Alameda County including Dublin, Pleasanton, Livermore, and further east it enters San Joaquin County. To the west, I-580 connects Hayward, San Leandro and the East Bay core area.

Housing and employment growth in the Tri-Valley during the 1980's has changed freeway conditions from relatively free-flow operation to somewhat congested operation during peak periods. On I-580 in particular, an additional effect has been observed from the rapid housing growth in the San Joaquin Valley that serves commuters to the Tri-Valley, Santa Clara County and the East Bay area. A historical traffic volume growth comparison over the last six years (see Table II) shows that traffic volumes on I-580 west of I-680 increased by a dramatic 61 percent between 1984 and 1990, from 87,000 to 140,000 daily vehicles. The average annual growth rate for that period is 7 to 9 percent along this section of I-580.

Recent improvements to I-580 in the past several years have helped to better serve the growing traffic volumes in this corridor. The interchanges at Hopyard Road and Santa Rita Road have been reconstructed, and a new interchange was completed at Hacienda Drive which serves the Hacienda Business Park to the south and the future East Dublin BART station to the north. As part of these projects, auxiliary lanes were constructed between I-680 and Santa Rita Road which enhances the vehicle weaving maneuvers on and off of the freeway ramps. Auxiliary lanes effectively expand the weaving area between interchanges, but they do not add capacity to the mainline. The I-580 interchange with I-680, which has been a key bottleneck for freeway travel in the Tri-Valley area for several years, was significantly improved by the construction of a two-lane connector ramp from westbound I-580 to northbound I-680, and the reconstruction of the northbound I-680 ramp to I-580 eastbound.

Existing peak period congestion on I-580 typically occurs for eastbound travel in the afternoon in Pleasanton in the area of Hopyard Road and Santa Rita Road because of the heavy merging

traffic volumes. Eastbound congestion is typically high on Friday afternoons when recreational travel out of town to the Sierra and Reno add to regular commute traffic.

Interstate 680

Interstate 680 is a six-lane freeway running north-south about two miles west of Dougherty Valley. To the north, I-680 connects to central Contra Costa County and Solano County, while it serves Dublin, Pleasanton, Fremont, and Santa Clara County to the south.

As discussed above, the key bottleneck for freeway travel in the Tri-Valley area for several years has been the interchange between I-580 and I-680. The remaining traffic movement that suffers from peak period congestion at this location is the loop ramp which connects I-680 from the north with I-580 to the east. Congestion at this ramp can cause southbound traffic on I-680 to back up for a mile to Alcosta Boulevard. The recently completed Stoneridge Drive interchange partially relieved the problem by providing an alternative route for north Pleasanton traffic. Interstate 680 also becomes congested within Danville, and north of Stone Valley Road through the State Route 24 interchange in Walnut Creek.

Traffic volumes on I-680 north of Alcosta Boulevard increased from 70,000 daily vehicles in 1984 to 109,000 daily vehicles in 1990, an increase of 56 percent (or 8 percent annually) as noted in Table II below. Similar growth has been experienced on other sections of I-680 within the study area.

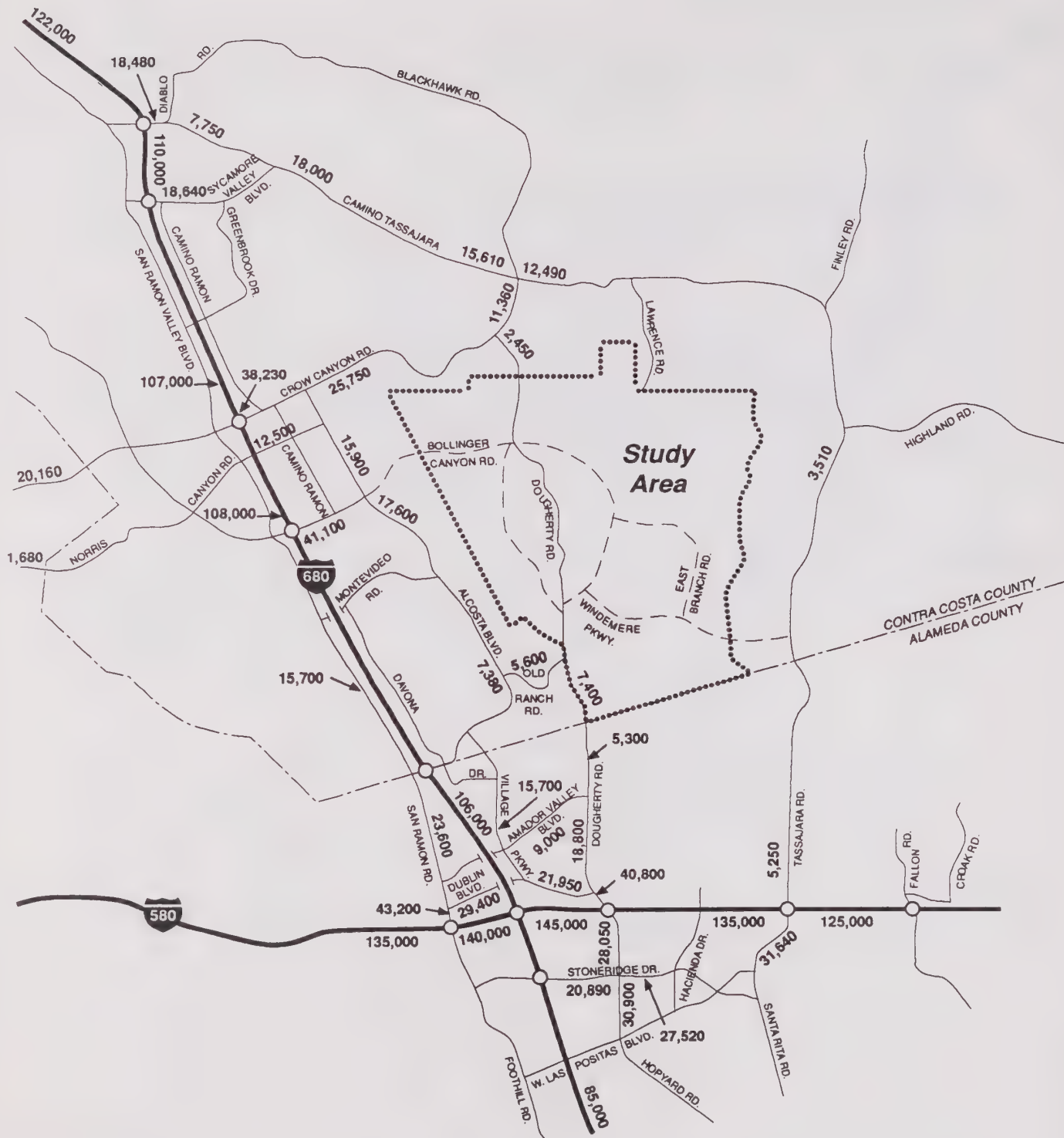
Table II

Historical Freeway Volume Growth in Tri-Valley Area

Location	1984	1990	Percent Change	
			Total	Annual
Interstate 580 West Of				
San Ramon Road	82,000	135,000	65	9
Interstate 680	87,000	140,000	61	8
Dougherty Road	95,000	145,000	53	7
Tassajara Road	104,000	135,000	30	4
Interstate 680 North of				
Stoneridge Drive	58,000	85,000	47	7
Interstate 580	69,000	101,000	46	7
Alcosta Boulevard	70,000	109,000	56	8
Crow Canyon Road	88,000	107,000	22	3
Sycamore Valley Road	96,000	110,000	15	2

Source: 1984 and 1990 Traffic Volumes on California State Highways.

There are several freeway interchanges which will provide direct or indirect access to the routes serving the Dougherty Valley. These include the Diablo Road and Sycamore Valley Road interchanges on I-680 in Danville; the Crow Canyon Road, Bollinger Canyon Road, and Alcosta Boulevard interchanges on I-680 in San Ramon; and the Dougherty Road, Hacienda Drive, Tassajara Road and Fallon Road interchanges on I-580.



Source: Caltrans, City of San Ramon, TJKM

LEGEND

135,000 = Average Daily Vehicles



North

Not to Scale

Dougherty Valley Traffic Study 1990 Tri-Valley Traffic Volumes

Prepared By
TJKM

FIGURE
2A



North
Not to Scale

Dougherty Valley Traffic Study Existing Dougherty Valley Traffic Volumes

Prepared By
TJKM

FIGURE
2B

Street System

Dougherty Valley residents will rely on local arterial roads to travel to and from the regional freeways and other developed areas. The most important access routes will be Bollinger Canyon Road for destinations to the west and north and Dougherty Road and Tassajara Road for destinations to the south and east.

Alcosta Boulevard

Alcosta Boulevard is a four-lane arterial roadway from Crow Canyon Road to San Ramon Valley Boulevard in the southern portion of San Ramon. This roadway serves as a collector route for Bishop Ranch and residential areas east of I-680 in San Ramon, providing a direct connection with I-680 to the north of the I-580/I-680 Interchange. Currently, Alcosta Boulevard carries nearly 8,000 vehicles per day near Old Ranch Road with over 24,000 vehicles near the I-680 interchange.

Traffic is expected to increase at the Alcosta Boulevard/I-680 Interchange in the future, as it serves future development in the southern San Ramon and Westside areas. The City of San Ramon has initiated a Project Study Report, in cooperation with Caltrans, to identify possible improvements to the Alcosta Boulevard interchange.

Bollinger Canyon Road

Bollinger Canyon Road is an arterial which extends from the northwest corner of San Ramon to its eastern terminus point in the Canyon Lakes area near the western edge of Dougherty Valley. It provides direct freeway access for the southern portions of Bishop Ranch and Canyon Lakes. The San Ramon General Plan indicates that Bollinger Canyon Road will be extended as a four or six lane arterial to connect with Dougherty Road. When extended, Bollinger Canyon Road will provide the most direct access between Dougherty Valley and I-680, as well as Bishop Ranch. Since Bollinger Canyon Road is also a primary freeway access route for Bishop Ranch, about 41,100 vehicles per day use this road east of the I-680 freeway interchange.

Bollinger Canyon Road is currently designed to accommodate six through lanes plus turn lanes west of Alcosta Boulevard, increasing to eight through lanes near the I-680 freeway interchange. There are four lanes on Bollinger Canyon Road east of Alcosta Boulevard to Canyon Lakes Drive. There are several physical constraints to widening Bollinger Canyon Road beyond the current four lanes east of Alcosta Boulevard. These constraints include a large fountain on the southeast corner of the Alcosta Boulevard and Bollinger Canyon Road intersection, an overpass for golf carts which crosses Bollinger Canyon Road approximately 1,800 feet east of Alcosta Boulevard, extensive landscaping along the roadway, and structures at the intersection with Canyon Lakes Drive.

Camino Ramon

Camino Ramon is a four lane, north-south collector roadway running between Bollinger Canyon Road and Fostoria Way in San Ramon. This roadway serves the businesses in the Bishop Ranch Park area in San Ramon and distributes traffic onto Bollinger Canyon Road and Crow Canyon Road. North of Fostoria Way, Camino Ramon serves as a local roadway for residential areas in Danville.

Camino Tassajara

Camino Tassajara is an arterial extending from Diablo Road to Crow Canyon Road in Danville and continues east through the Tassajara Valley. South of the county line, Camino Tassajara becomes Tassajara Road. Camino Tassajara provide connections to I-680 via Sycamore Valley Road and Diablo Road. Travel between Dougherty Valley and the Danville/Alamo area will most likely be from Dougherty Road and Crow Canyon Road to Camino Tassajara.

Camino Tassajara currently has four lanes over most of its length between Sycamore Valley Road and Lawrence Road, and two lanes through the Tassajara Valley. The highest volumes on Camino Tassajara are west of Crow Canyon Road where it carries over 15,000 vehicles per day.

Crow Canyon Road

Crow Canyon Road is a major east-west arterial running from I-580 in Castro Valley to Camino Tassajara in Danville. It provides a direct route from the study area to I-680 as does Bollinger Canyon Road and serves as the primary route to the commercial areas near the I-680/Crow Canyon interchange.

Crow Canyon Road carries high traffic volumes (over 40,000 daily vehicles) due to its direct connection with I-680, intense development along the corridor and access roads to Danville. Improvements at the Crow Canyon Road interchange were completed in 1990. The improvements have consolidated the freeway off-ramps and increased the capacity of this interchange.

Dougherty Road

Dougherty Road is a north-south arterial which extends from I-580 in Dublin to Crow Canyon Road in San Ramon, and it is currently the only road through the Dougherty Valley, carrying over 6,000 vehicles per day south of Old Ranch Road. In the vicinity of Dougherty Valley, the road is two lanes in poor condition between Old Ranch Road and the recently widened section just south of Crow Canyon Road. Dougherty Road provides the most direct access between Dougherty Valley and I-580, as well as the Hacienda Business Park and the City of Pleasanton. Dougherty Road is one of two freeway accesses from I-580 to the commercial areas along Dublin Boulevard, and it has correspondingly high traffic volumes on the section between Dublin Boulevard and I-580 (38,700 vehicles per day).

Dougherty Road is generally planned to be widened to a six lane facility. The Contra Costa County General Plan shows that Dougherty Road is designated as an expressway facility. The San Ramon General Plan indicates that Dougherty Road will be rebuilt as a four-lane facility, with right-of-way reserved for potential widening to six lanes. It was recently widened in San Ramon to four lanes south of Old Ranch Road. The Dublin General Plan indicates that Dougherty Road is planned for six lanes. South of Old Ranch Road to Dublin Boulevard in Dublin, Dougherty Road has been widened and restriped to four lanes. Further widening to six lanes will require negotiations with the Federal government to secure right-of-way in the area of Camp Parks.

Dougherty Road changes names to Hopyard Road south of I-580 in Pleasanton which is a six lane arterial road that carries about 31,000 vehicles per day. Alternative freeway access from Hopyard Road is available to I-680 via Stoneridge Drive.

Dublin Boulevard

Dublin Boulevard is a major east-west arterial in Dublin connecting from San Ramon Road to Dougherty Road. Scarlett Court is a two-lane extension of Dublin Boulevard to the east of Dougherty Road serving local businesses up to the Southern Pacific Railroad right-of-way. Dublin Boulevard serves as the most direct access road to I-580 and I-680 for businesses located along this arterial. Access to I-580 is provided from Dublin Boulevard via San Ramon Road and Dougherty Road. Dublin Boulevard is planned to be extended easterly to serve the East Dublin Specific Plan area with connections to Hacienda Drive and Tassajara Road near existing interchanges with I-580.

Old Ranch Road

Old Ranch Road is a four lane, east-west road which provides a connection between Dougherty Road and Alcosta Boulevard. This roadway primarily serves residential areas in San Ramon and north Dublin with a connection to I-680 via Alcosta Boulevard and would provide the most direct connection to I-680 for the southern portions of Dougherty Valley.

San Ramon Valley Boulevard

San Ramon Valley Boulevard is a four lane arterial running north-south, parallel to I-680, from Sycamore Valley Road in Danville to Alcosta Boulevard in San Ramon at the Contra Costa County and Alameda County line. South of Alcosta Boulevard, San Ramon Valley Boulevard becomes San Ramon Road and north of Sycamore Valley Road it becomes Danville Boulevard. San Ramon Valley Boulevard serves the areas on the west side of I-680 and provides an alternate route to I-680. It also provides direct access to I-580 in Dublin. North of Crow Canyon Road, this roadway carries about 15,000 vehicles per day.

Sycamore Valley Road

Sycamore Valley Road is a four lane east-west arterial extending from Camino Tassajara to San Ramon Valley Boulevard in Danville. This roadway provides direct access to I-680 for residential areas along Camino Tassajara, Sycamore Valley Road and San Ramon Valley Boulevard. Improvements at the Sycamore Valley Road interchange were completed in 1988. The improvements included widening the overpass from two to four lanes and the construction of sound wall.

Tassajara Road

Tassajara Road is the continuation of Camino Tassajara on the north and east sides of Dougherty Valley. It connects with Interstate 580 and continues as Santa Rita Road in Pleasanton south of I-580. Tassajara Road is currently a two-lane rural road over most of its length. Portions of Tassajara Road have been improved to four lane arterial standards in conjunction with new development east of Crow Canyon Road. Current planning by the City of Dublin for the East Dublin Specific Plan provides for a direct connection between Tassajara Road and an extension of Fallon Road south of the Alameda County line. Both Tassajara Road and the Fallon Road extension will provide four lanes each north of Dublin Boulevard.

Tri-Valley Transportation Agencies

The Dougherty Valley study area was defined to capture all street and roadways that may be significantly impacted by the proposed project. In doing so, the study area spans many jurisdictions and agency boundaries that have active transportation policies and programs that may be pertinent to the Dougherty Valley. The following brief summaries describe these agencies and their transportation programs that are relevant to this area.

Contra Costa Transportation Authority (CCTA)

Approved by Contra Costa County voters in 1987, Measure "C" provides for a 20-year sales tax funding for needed transportation facility improvements to support planned growth. Specific improvement projects are identified by Measure "C" including the BART extension to Antioch-Pittsburg and widening of I-680. Although annual allotments are provided to member cities for improvements, there is no provision for funding of major regional facilities other than was identified in the original legislation. More relevant to this project, the Growth Management Element of Measure "C" establishes a process for evaluating the effects of growth in addition to current General Plans (such as the Dougherty Valley) that crosses traditional agency boundaries, so that transportation services can be maintained above designated minimum levels.

A key strength of the Growth Management Element is its design to maintain accountability for impacts on traffic service related to proposed growth across City limits. The local CCTA planning area, referred to as SWAT for South West Area Transportation, includes representatives from the Town of Danville and the City of San Ramon. The SWAT members will be responsible for reviewing the sub-regional impacts of the Dougherty Valley proposal as to its compliance with the Growth Management Element.

The CCTA Growth Management Element is augmented by the State legislated mandate for locally based transportation and land use monitoring which requires the development of a Congestion Management Plan (CMP) and bi-annual reports to the Metropolitan Transportation Commission. The primary intent of the CMP legislation is to improve and maintain regional mobility, and consequently the CMP plans are generally limited to regional facilities such as interstate freeways and highways. The CCTA is the designated CMP agency for Contra Costa County.

Alameda County Congestion Management Agency (CMA)

Measure "B" in Alameda County enacted a sales tax program to fund transportation improvements to meet existing and planned future transportation services needs. The CMA is the responsible agency for these funds, and is also the designated CMP agency for Alameda County.

Tri-Valley Transportation Council (TVTC)

The TVTC is comprised of representatives from Alameda County cities (Pleasanton, Dublin and Livermore) and Contra Costa County cities (San Ramon and Danville) to establish a joint body for overseeing transportation planning efforts within the Tri-Valley area. The TVTC in cooperation with the CCTA is currently conducting a transportation study of the Tri-Valley area to develop an Action Plan that will identify future transportation needs. If the Action Plan indicates that transportation improvements are needed in addition to those provided for in either

the CCTA or CMA programs, it is expected that a regional (Tri-Valley area) impact fee will be proposed to incrementally fund these improvements.

The Action Plan study will also examine future traffic conditions on major regional routes (referred to as *Routes of Regional Significance* in the CCTA program) to identify performance thresholds and recommend programs to improve forecasted poor system conditions. This is particularly relevant in considering future conditions on I-580, I-680 and Camino Tassajara.

Intersection Operations

Intersection performance during peak hours are described by the levels of service (LOS) which is used as a measure of an intersection's ability to accommodate conflicting traffic flows and ranges from "A" (excellent) to "F" (heavily congested). The LOS definitions for signalized intersections and unsignalized intersections are attached in Appendix A. The existing LOS at the study locations was determined for current (1991) peak hour volumes, traffic capacity and traffic control. Arterial roadway performance is often governed by conditions at major intersections.

Intersection Level of Service Methodology

The level of service calculations for signalized intersections are based on the procedures described in Contra Costa Transportation Authority (CCTA) Technical Procedures for Level of Service Analysis. This procedure uses a planning method of capacity calculation¹ with average capacities modified to match the local streets. The level of service evaluations for unsignalized intersections are based on procedures in the most recent *Highway Capacity Manual* ².

Intersection Significance Criteria

The Growth Management Element developed by the CCTA stipulates thresholds for the minimum desirable traffic service during peak hours for the majority of streets and roadways which are referred to as *Basic Routes*. The intersection LOS standards are keyed to General Plan land use areas as listed in Table III. The type of development existing or planned within the Tri-Valley study area fall into the suburban or urban land use categories. The minimum LOS criteria selected for this study is LOS D with a V/C ratio of 0.89 since it is at the lower range for Urban areas according to the CCTA scale.

The Growth Management Element allows jurisdictions to develop more restrictive LOS performance standards for inclusion in their General Plans.

Several cities in the Tri-Valley have taken this approach including the Town of Danville (LOS D, 0.87 v/c ratio), and the Cities of San Ramon (LOS D, 0.90 v/c ratio) and Pleasanton (LOS D, 0.90 v/c ratio). The City of Dublin has not formally adopted its own LOS standard, but typically prefers a minimum LOS D condition.

Table III

CCTA Intersection LOS Standards

Land Use Area	Minimum Peak Hour Standard	
	V/C Ratio	LOS
Rural	0.70 to 0.74	Low C
Semi-Rural	0.75 to 0.79	High C
Suburban	0.80 to 0.84	Low D
Urban	0.85 to 0.89	High D
Central Business District	0.90 to 0.94	Low E

Source: Contra Costa Transportation Authority, Growth Management Element

Another category of transportation facility as defined in the CCTA's Growth Management Element is the *Route of Regional Significance* which primarily serves regional transportation demands as opposed to the local or community needs provided for by the Basic Routes. Within the study area, the Routes of Regional Significance are I-680 and Camino Tassajara.

State law requires the Congestion Management Agencies (CMA's) for Contra Costa and Alameda counties to adopt a Congestion Management Program (CMP) Network along with corresponding level of service standards for these facilities. These LOS standards supersede the performance standards which may be developed for Contra Costa's Routes of Regional Significance. Both I-580 and I-680 are included in the CMP networks for Alameda and Contra Costa counties. The LOS standard for I-580 is LOS E³. The performance standard for I-680 in Contra Costa is LOS E for the southbound lanes south of Bollinger Canyon Road, and LOS E for the northbound lanes south of Diablo Road. All other I-680 freeway segments in the study area have a LOS F performance standard. According to state law, violation of any LOS standard requires the adoption of a Deficiency Plan to address the LOS violation. Failure to prepare and adopt a Deficiency Plan would cause local jurisdictions affected by the LOS violations to lose a portion of their state gas tax subventions.

Intersection Conditions

All signalized intersections in the study area operate at LOS C or better during the a.m. peak hour (Table IV). During the p.m. peak hour, two locations operate at LOS D while the other locations operate at LOS C or better. The Alcosta Boulevard intersection with I-680 northbound ramps operates at LOS D in the p.m. peak hour, but also has moderate problems during the peak hour with eastbound Alcosta Boulevard left turn vehicles extending back past the short left turn storage pocket. This queue back-up problem has overlapping effects on adjacent intersections. The intersection of Dougherty Road and Dublin Boulevard also operates at LOS D.

Recent improvements completed at the I-580 interchange with Tassajara Road/Santa Rita Road have dramatically changed the peak hour conditions at this location so that they now operate at LOS B or better (contrary to conditions shown in Table IV). Also, the completion of the Hacienda Drive interchange with I-580 has improved peak hour conditions at the Hopyard Road interchange.

The three unsignalized intersections in the study area operate at LOS C or better during both peak hours (Table V). The intersection at Alcosta Boulevard and Old Ranch Road is controlled by a 3-way STOP sign, and operates satisfactorily in both peak hours. The other two locations are controlled by a 1-way STOP on the cross street approach. Current volumes at these locations do permit turning movements across conflicting traffic without significant delays.

Calculation work sheets for the existing intersection conditions are attached in Appendix B.

Table IV
Existing Intersection Conditions
Signalized Locations

Int. No.	North-South Street	East-West Street	A.M. Peak		P.M. Peak	
			V/C	LOS	V/C	LOS
1	I-680 SB Off Ramp	Diablo Road	0.55	A	0.49	A
2	I-680 NB Off Ramp	Diablo Road	0.61	B	0.58	A
3	Camino Tassajara	Diablo Road	0.59	A	0.53	A
4	I-680 SB On/Off Ramp	Sycamore Valley Road	0.45	A	0.49	A
5	I-680 NB On/Off Ramp	Sycamore Valley Road	0.53	A	0.45	A
6	Sycamore Valley Road	Camino Tassajara	0.41	A	0.35	A
7	Blackhawk Road	Camino Tassajara	0.36	A	0.37	A
9	I-680 SB Off Ramp	Crow Canyon Road	0.65	B	0.57	A
10	I-680 NB Off Ramp	Crow Canyon Road	0.54	A	0.42	A
11	Alcosta Boulevard	Crow Canyon Road	0.46	A	0.61	B
12	Dougherty Road	Crow Canyon Road	0.20	A	0.23	A
13	I-680 SB Off Ramp	Bollinger Canyon Road	0.41	A	0.76	C
14	I-680 NB Off Ramp	Bollinger Canyon Road	0.77	C	0.62	B
15	Camino Ramon	Bollinger Canyon Road	0.49	A	0.42	A
16	Alcosta Boulevard	Bollinger Canyon Road	0.51	A	0.55	A
21	I-680 SB Off Ramp	Alcosta Boulevard	0.72	C	0.65	B
22	I-680 NB Off Ramp	Alcosta Boulevard	0.67	B	0.87	D
27	Dougherty Road	Dublin Boulevard	0.58	A	0.84	D
28	Dougherty Road	I-580 WB Off Ramp	0.56	A	0.68	B
29	Hopyard Road	I-580 EB Off Ramp	0.67	B	0.66	B
30 ^a	Tassajara Road	I-580 WB Off Ramp	0.76	C	0.56	A
31 ^a	Santa Rita Road	I-580 EB Off Ramp	0.96	E	0.88	D

Notes: LOS = Level of Service
V/C = Volume-to-Capacity ratio
Study locations numbered 17-20, 25 and 26 will be built as part of the planned roadway improvements.
Study locations numbered 8, 23 and 24 are unsignalized (see Table V).

a. Recent improvements at Santa Rita Road interchange (No. 30 and 31) has improved peak conditions to LOS B or better.

Table V
Existing Intersection Conditions
Unsignalized Locations

Int. No.	North-South Street	East-West Street	Uncontrolled Movement	A.M. Peak		P.M. Peak	
				RC	LOS	RC	LOS
8	Camino Tassajara	Highland Road	SB Left	960	A	812	A
			WB Left	449	A	448	A
23	Alcosta Boulevard	Old Ranch Road	3-Way STOP		A		B
24	Dougherty Road	Old Ranch Road	NB Left	720	A	679	A
			EB Left	374	B	274	C

Notes: LOS = Level of Service
R.C. = Reserve Capacity

Existing Transit

There is no existing transit service to Dougherty Valley. Transit service in the Tri-Valley area is provided by two local transit agencies and BART express buses (Figure 3). The Central Contra Costa Transit Authority provides service in Contra Costa County, while the Livermore-Amador Valley Transit Authority provides service in Alameda County. Future transit service between Dougherty Valley and locations in Alameda County will cross existing service area boundaries.

Central Contra Costa Transit Authority

The Contra Costa County Transit Authority (CCCTA) provides local bus service in Danville and San Ramon with service concentrated along the I-680 corridor. The primary route in the corridor, Route 121, carries about 900 to 1,000 passengers per day⁴. The CCCTA service area does not extend south of the Contra Costa County line. Service between Dougherty Valley and Pleasanton is outside the normal CCCTA service area. However, CCCTA has recently coordinated an extension of service on Route 121 south of the County line to Stoneridge Mall in Pleasanton. This service extension outside the CCCTA service area required specific approval of the CCCTA board and the Livermore-Amador Valley Transit Authority. A similar coordination effort may allow for transit service extensions from Dougherty Valley south to future transit stations and employment sites in Alameda County.

Livermore-Amador Valley Transit Authority

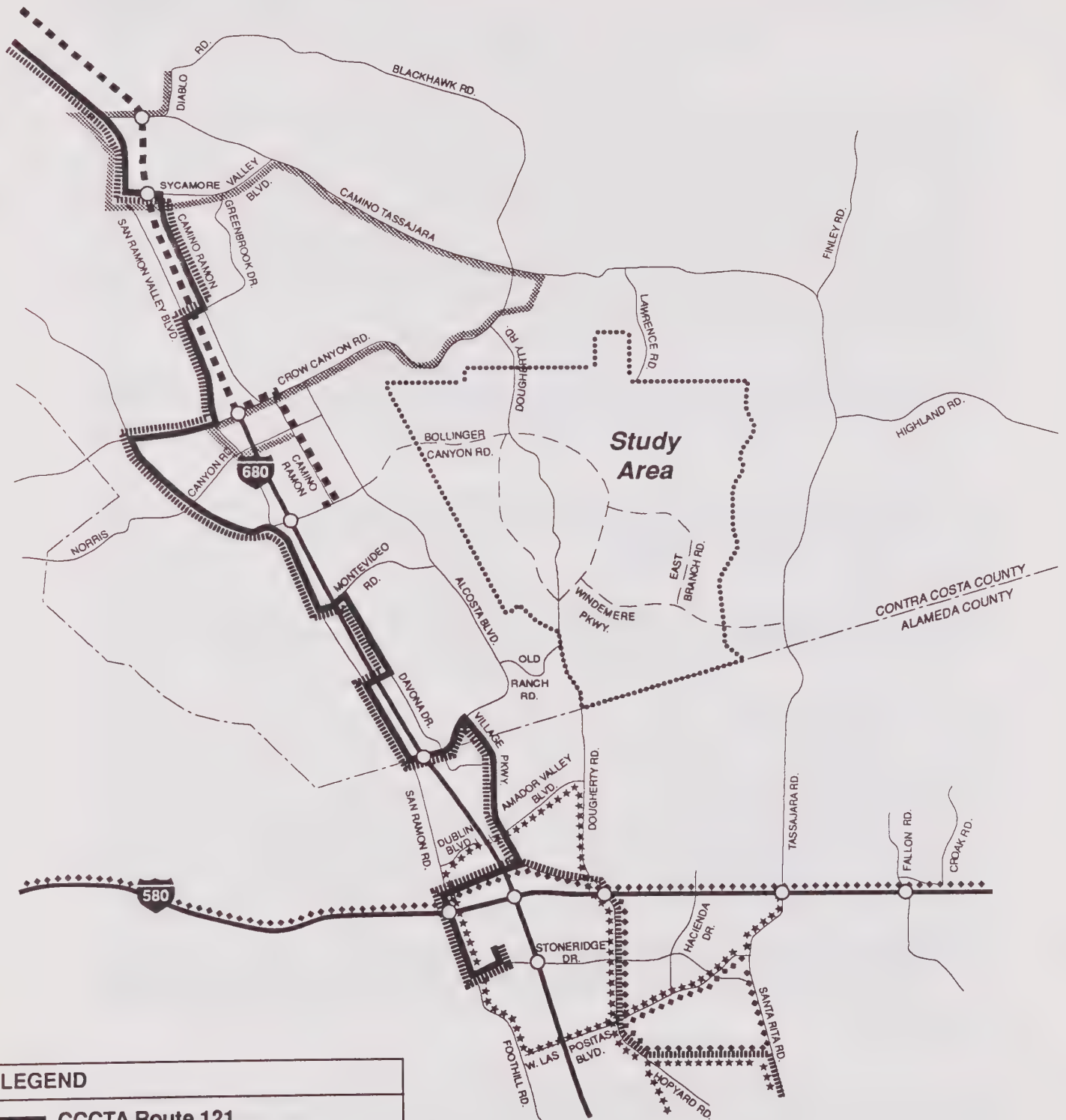
The Livermore-Amador Valley Transit Authority provides local bus service (known as WHEELS) in Dublin, Pleasanton, and Livermore. Service is currently provided on Dougherty Road as far north as Amador Valley Boulevard. The County line divides the service areas for CCCTA and WHEELS. Local transit service to the Hacienda Business Park area in Pleasanton is provided by WHEELS, and WHEELS would also provide local service to new stations on the BART extension to Dublin and Pleasanton.

BART

There are currently no BART rail stations in the Tri-Valley. The nearest BART service is the Concord line, which includes stations in Walnut Creek and Lafayette. According to passenger surveys presented in BART station access studies, Danville and San Ramon residents who use BART often drive to one of those stations and park their cars.

BART Express Bus

Express buses provide connections to BART stations. Express buses along the I-680 corridor provide service between the San Ramon and Danville areas and the Walnut Creek and Lafayette BART station. Express buses along the I-580 corridor provide service between Livermore, Dublin, and Pleasanton, and the Bayfair (San Leandro) and Hayward BART stations.



LEGEND

- CCCTA Route 121
- CCCTA Route 122
- BART Express Route UI and UP
(Weekday Commute Only)
- BART Express Route D/DXI and U
Wheels
- 990 Express Service



North

Not to Scale

Dougherty Valley Traffic Study Existing Transit Service

Prepared By
TJKM

FIGURE

3

Description of Study Scenarios

Traffic Model Scenarios

Future year transportation conditions were evaluated for six scenarios based on reasonably projected regional land development and planned or programmed highway and transit improvements. Land use projections for years 2000, 2010 and buildout of the surrounding Tri-Valley area are based on current general plans and pending general plan amendments. Highway and transit system improvements were compiled for years 2000, 2010 and buildout. The six study scenarios analyzed using the traffic model are:

- Year 2000, No Project - Regional housing and employment development levels that can be expected under current general plans and pending general plan amendments in the Tri-Valley by 2000. Many planned or proposed developments are assumed to be only partially completed by this time. No new development is assumed in the Dougherty Valley area.
- Year 2000, With Project - Same as above, but with a partially completed Dougherty Valley development. By 2000, a total of 5,723 households are expected to be completed of the total 11,000 units evaluated for the project.
- Year 2010, No Project - Regional housing and employment levels by 2010 with no new development in the Dougherty Valley area. Several Tri-Valley jurisdictions are expected to be at or near their full General Plan build out capacity by 2010.
- Year 2010, With Project - Same as above, but with full Dougherty Valley area development including 11,000 residential units, neighborhood commercial service, and school facilities.
- Cumulative, No Project - Full buildout of all City and County general plans, and full realization of pending General Plan Amendments in the Tri-Valley including the Tassajara Valley, East Dublin, Pleasanton Ridge area, and North and South Livermore Valleys. The Cumulative development scenario in the Tri-Valley would add 82,300 new households and 183,400 new employees to the 1990 totals of 78,550 households and 111,600 employees.
- Cumulative, With Project - Same as above, but with full Dougherty Valley area development including 11,000 residential units, neighborhood commercial service, and school facilities.

Traffic Model

Traffic forecasts in this study were made using the Dougherty Valley Model. The Dougherty Valley Model developed by TJKM is a computerized representation of the street, highway and transit systems within the Tri-Valley area and also the nine Bay Area counties. The Dougherty Valley Model (DVM) was adapted from previously validated models for this area to be compatible with the forthcoming Tri-Valley Model under development by the CCTA. The DVM description and validation for 1990 conditions is presented in Appendix C.

Land Use Projections

Future year land use projections published by the Association of Bay Area Governments (ABAG) *Projections 90* were refined by Economic & Planning Systems (EPS) for the Tri-Valley⁵. These refined projections are being prepared for the CCTA to serve as the central information source for land development planning in the Tri-Valley area. The latest available information from the process was used in making the traffic model projections for this study.

The base land use data were disaggregated by EPS to establish a more detailed description of land development (individual project areas, traffic analysis zones) than was available from ABAG forecasts which are typically done according to census tract boundaries. This process retained the same Tri-Valley totals for households and employees as was shown in *Projections 90* for years 1990, 2000 and 2010. Additional development plans beyond the ABAG thresholds (Cumulative) includes the total developable area for either planned or proposed projects in the Tri-Valley. Land use projections were provided by EPS for the traffic analysis zonal system used in making the traffic forecasts.

The Tri-Valley land use projection totals for households and employees is summarized in Table VI for years 1990, 2000, 2010 and Cumulative. The quantities shown for the Dougherty Valley area were modified to reflect the proposed project^a. The quantities for the Town of Danville and the Cities of San Ramon, Dublin, Pleasanton and Livermore include the lands currently within the respective City limits. Specific planning areas that are currently under consideration through various General Plan Amendment and advanced planning processes outside of these cities are identified separately in this Table VI including Tassajara Valley, East Dublin, West Dublin, Pleasanton Ridge, South Livermore and North Livermore Valleys.

Several key growth trends can be seen in Table VI which will have a significant effect on the traffic volume forecasts. By 2010, the total number of households and employees is expected to increase compared to 1990 by roughly 75 percent. The current balance of jobs and housing will essentially remain constant over this period according to this forecast. However, between 2010 and buildout of the planned land capacity, a dramatic increase in employment is shown (48 percent) while the growth in housing stock will only increase by 14 percent. If this level of employment in the Tri-Valley is realized in the Cumulative case, the jobs/housing ratio imbalance will likely increase the proportion of travel outside of the Tri-Valley significantly when compared to either year 2000 or 2010 since workers will not be able to find sufficient local housing. It should be noted that the majority of this employment growth between 2010 and Cumulative is located within the East Dublin and Livermore areas.

^a The original ABAG/EPS forecast for Dougherty Valley was 1,561 households and 0 employees in 2000; 6,426 households and 1,000 employees in 2010; and 9,601 households and 1,500 employees in the Cumulative case. TJKM modified these totals to reflect the current Dougherty Valley proposal as shown in Table VI.

Table VI
Land Use Growth Forecast
For the Tri-Valley Jurisdictions

Area	Year 1990		CCTA Constrained Forecast				Total Buildout Capacity (Cumulative)	
			Year 2000		Year 2010			
	Households	Employees	Households	Employees	Households	Employees	Households	Employees
Danville*	17,516	7,727	21,011	8,542	24,505	8,012	24,673	8,012
Dougherty	101	0	5,551	1,250	11,000	2,500	11,000	2,500
Dublin	7,028	13,197	13,774	18,904	20,520	24,611	30,247	53,891
Livermore	20,927	34,673	31,358	49,322	41,788	63,970	49,776	121,778
Pleasanton	19,741	28,363	24,962	43,300	30,183	58,237	30,393	67,544
San Ramon	13,171	27,679	14,637	36,429	16,103	45,178	16,103	46,308
Tassajara	69	12	69	12	69	12	4,344	12
Total Tri-Valley	78,553	111,651	111,362	157,759	144,168	202,520	166,536	300,045

Source: Economic & Planning Systems, Inc., Contra Costa Transportation Authority Land Use Information System (LUIS), June 5, 1992.

Note: The number of households and employees in 2000, 2010 and Cumulative columns for Dougherty Valley area adjusted from original forecast to reflect the current development proposal. Tassajara Valley revised for Years 2000 and 2010 to show no new growth.

* includes Alamo/Blackhawk and other unincorporated Contra Costa County areas.

Future Road Improvements

Improvements have been proposed for freeways, freeway interchanges and local roads in the Dougherty Valley area (Figure 4). The most important of these for the Dougherty Valley area are the Bollinger Canyon Road extension, the proposed widening of I-680, and planned improvements to the I-580/I-680 Interchange. A comprehensive list of planned roadway and transit system improvements were compiled for years 2000 and 2010 as shown in Appendix D, and these were included in the traffic model forecasts. No roadway improvements in addition to the 2010 list are assumed for the Cumulative scenario. The key road improvements are briefly described below.

Bollinger Canyon Road

The San Ramon General Plan indicates that Bollinger Canyon Road should be extended as a four-lane road between Alcosta Boulevard and Dougherty Road, reserving right-of-way for six lanes. There are significant obstacles to providing a full six-lane section east of Alcosta Boulevard (without considering transit in the median) including existing buildings and other structures. Most of the Bollinger Canyon Road extension lies within the Dougherty Valley project boundary, and will be funded in phases by project development.

Dougherty Road

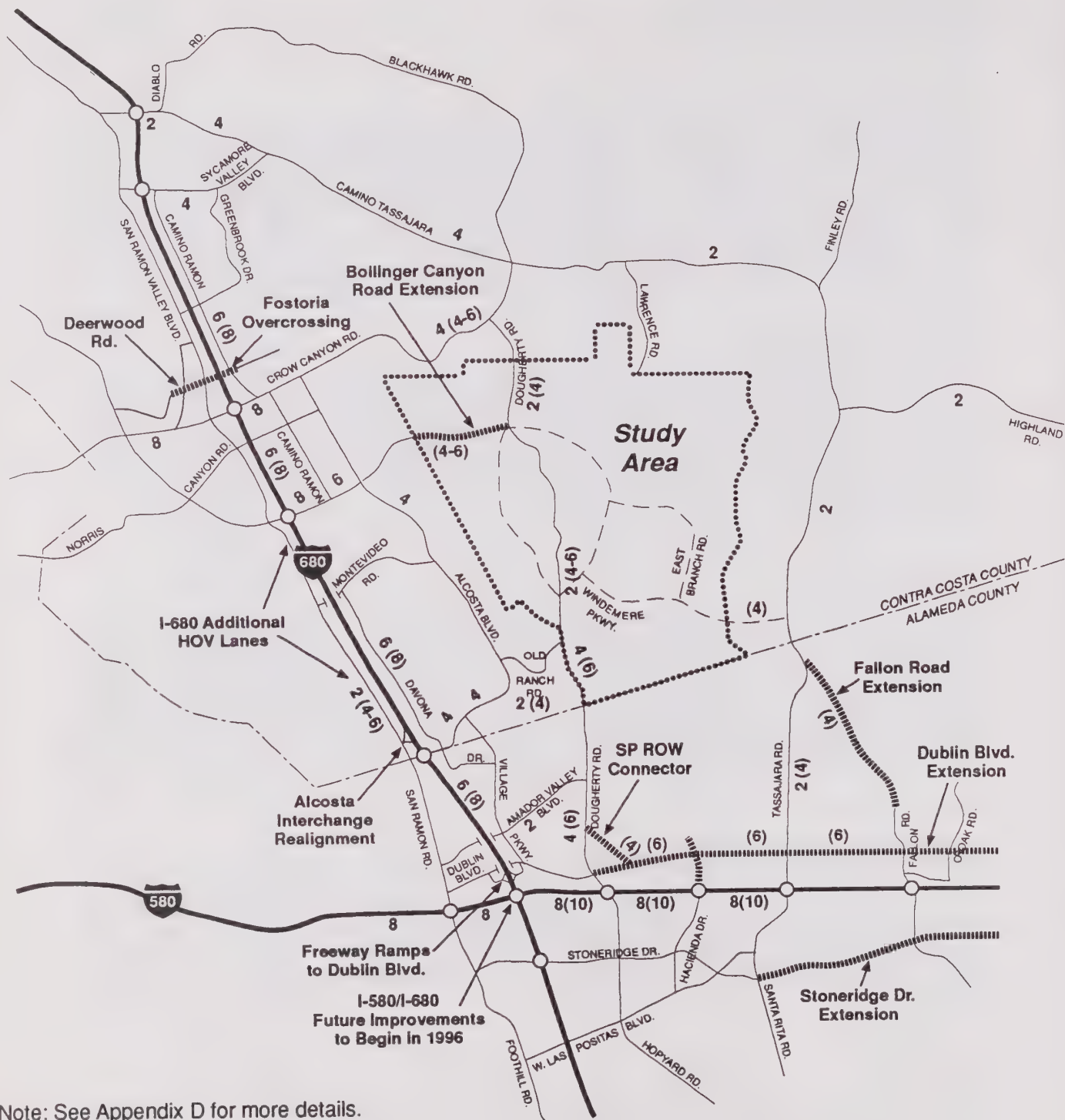
The Dublin General Plan Circulation elements provide for future widening to six lanes between Dublin Boulevard and the Contra Costa County line. The portion of Dougherty Road adjacent to Camp Parks in Dublin will require negotiation with the Federal government to secure lands to complete the widening. Within the project boundary, Dougherty Road is planned to be realigned to the west, and widened to a four lane arterial section with adequate rights-of-way for a six-lane roadway where and when required by development.

Dublin Boulevard

The East Dublin Specific Plan and the City of Dublin General Plan Circulation elements provide for the easterly extension of Dublin Boulevard as a six-lane arterial between Dougherty Road and Airway Boulevard in Livermore. Construction recently began for the portion between Dougherty Road and the Southern Pacific right-of-way. The intersection of Dublin Boulevard and Dougherty Road will be improved to its planned capacity in conjunction with the Dublin Boulevard extension.

Interstate 580

Interstate 580 provides four lanes in each direction through the Tri-Valley area. Recent improvement projects constructed an additional auxiliary lane in each direction between I-680 and Tassajara Road. The Caltrans' Route Concept Report for I-580 indicates an ultimate potential for 10 lanes in the future although there is no programmed funding for this additional widening. There are no current plans to widen the freeway east of Tassajara Road. If BART is extended to Livermore, it will require right-of-way occupied by the current median plus the two inside lanes. In that case, the freeway will require widening to the outside just to maintain the current eight lanes. The provision of ten lanes will require further widening to the outside. This traffic study assumes no additional improvements to I-580 in the study area.



Note: See Appendix D for more details.

LEGEND

- Road Extension
- 0 Existing Number of Lanes
- (0) Proposed Number of Lanes



North
Not to Scale

Dougherty Valley Traffic Study Future Road Improvements

Prepared By

TJKM

FIGURE

4

Interstate 680

An improvement project is programmed for I-680 which will add one high occupancy vehicle (HOV) lane in each direction in the median, to provide four total lanes in each direction between State Route (S.R.) 24 and I-580. The first phase of the project which was recently completed involves the placement of sound walls along the freeway. The second phase of the project, which will add lanes in the median of the freeway, could be completed by 1993. These improvements will include the provision of auxiliary lanes in both directions between Bollinger Canyon Road in San Ramon and Diablo Road in Danville.

Additional freeway ramps are planned for I-680 immediately north of I-580 for service into downtown Dublin. These hook ramps will be completed in connection with the construction of the West Dublin BART station to provide more direct access to the station, and to relieve current traffic congestion at the gateway intersections into Dublin at Dublin Boulevard/San Ramon Road and Dublin Boulevard/Dougherty Road. The proximity of these new ramps to the I-580/I-680 interchange is too close to permit connecting access to I-580.

I-580/I-680 Interchange

The I-580/I-680 Interchange project includes construction of a flyover ramp from southbound I-680 to eastbound I-580. The improvement will help to reduce congestion on one of the key bottlenecks in the Tri-Valley area. Construction is expected to begin in 1994 with work completed in 1996. Funding for this improvement will come from Alameda County's Measure "B" sales tax initiative.

The ultimate improvements include full freeway flyovers in all directions replacing the current loop ramps. The ultimate improvements are dependent on future funding approvals. The current plan assumes local access will be reduced at the local interchanges adjacent to the freeway-to-freeway interchange. For example, drivers on Dougherty Road would have direct access to I-580 but will no longer be able to reach I-680 via the I-580/Dougherty Road interchange. These local access changes could cause significant shifts in freeway access patterns and will affect the preferred routes for travel to and from Dougherty Valley.

Tassajara Road

The current plan according to the East Dublin Specific Plan is to provide improvements to Tassajara Road as a four-lane arterial between Dublin Boulevard and Fallon Road.

Future Transit Service

The most significant enhancement to transit service in the Tri-Valley area will be the extension of BART rail service to stations in Dublin and Pleasanton (Figure 5). Several studies have also investigated the potential for rail transit service on other corridors in the area.

BART Dublin-Pleasanton Extension

The BART board has adopted a policy for the proposed extension of BART to Dublin and Pleasanton. Current BART policy will build a BART extension to three new stations, one in

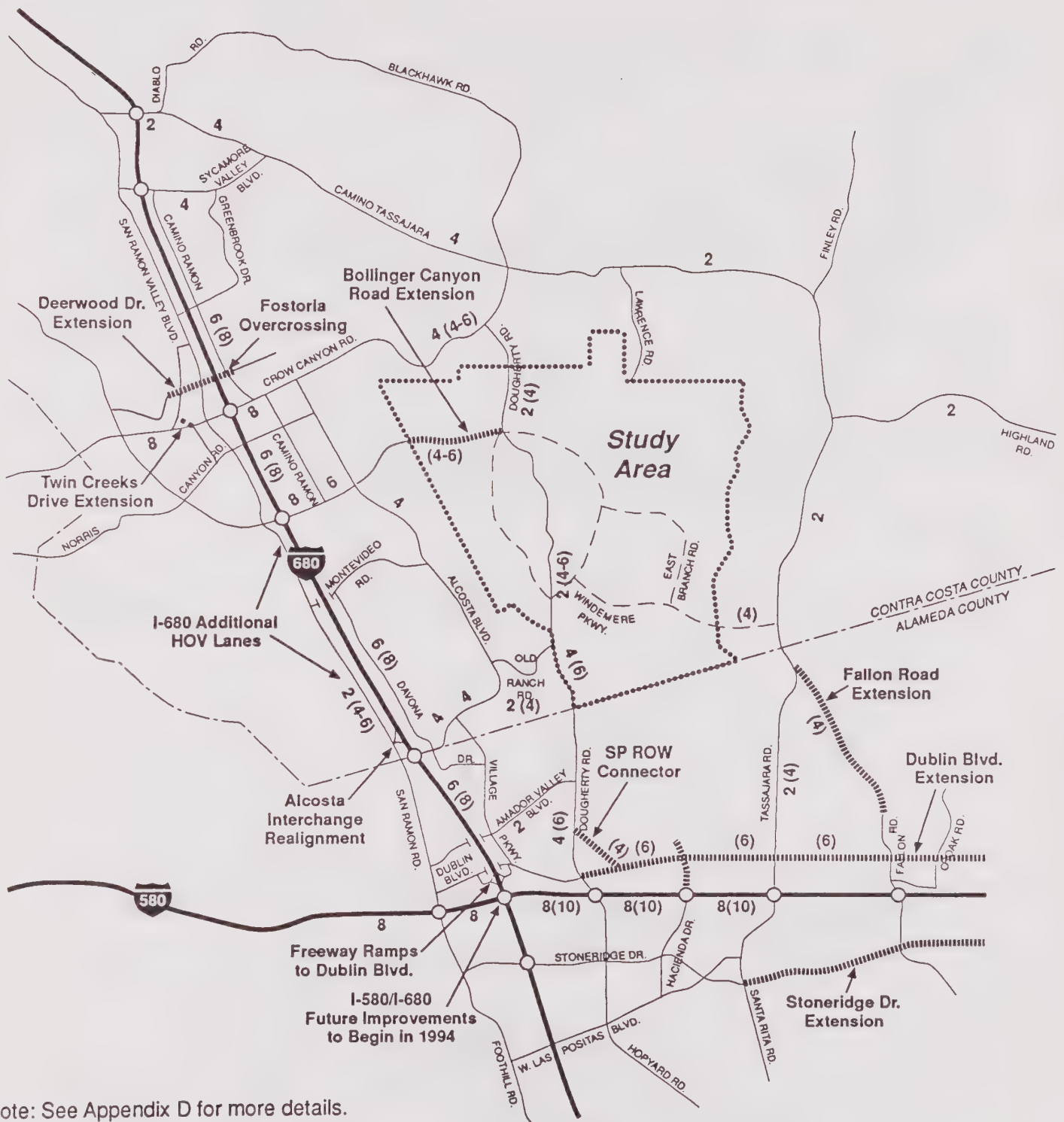
Castro Valley, a West Dublin/Pleasanton station in the median of I-580 between Foothill Boulevard and I-680, and an East Dublin/Pleasanton station in the I-580 median between Dougherty Road and the proposed Hacienda interchange. Two of the stations, including the Castro Valley station and the East Dublin/Pleasanton stations, will be constructed using BART and/or other public and private financing. The third station on the extension (West Dublin station) can be constructed only upon the commitment of funding that is unrelated to the funding levels in the Metropolitan Transportation Commission (MTC) New Rail Starts and Extension Program.

Rail Transit

Several studies have evaluated the feasibility of rail transit in the Tri-Valley area. The San Ramon Branchline Study (DMJM, 1985) explored alternatives for a busway or light rail transit line along the I-680 corridor. The alternative alignments considered use either the I-680 freeway corridor or the abandoned Southern Pacific railroad right-of-way east of the freeway.

Contra Costa County has acquired ownership rights to the Southern Pacific right-of-way north of the Alameda County line. The Danville General Plan states that the I-680 corridor should be considered as the appropriate location for major transit facilities. It also states that residential property shall be given prime consideration when determining right-of-way use. The San Ramon General Plan states a policy to locate future transit uses, such as light rail or BART, in the I-680 right-of-way. San Ramon has designated the Southern Pacific right-of-way as a route for a Class I bicycle path. It is expected that rail transit in the Danville and San Ramon area will have to be developed adjacent to the I-680 freeway. However, Dublin prefers to locate the light rail line on or adjacent to the Southern Pacific right-of-way. A possible alignment for rail that serves the Dougherty Valley and transitions to Dublin's preferred route is shown in Figure 5.

Alameda County completed their own study of light rail transit⁶ which identified various corridors which have the potential for light rail transit service. Potential rail corridors which were evaluated include the Southern Pacific right-of-way between San Ramon and Pleasanton, the proposed Dublin Boulevard extension, Stanley Boulevard between Pleasanton and Livermore, and Niles Canyon between Pleasanton and Fremont. Alameda County has acquired the portion of the Southern Pacific right-of-way south of the Contra Costa County line for potential transportation use.



Note: See Appendix D for more details.

LEGEND

- Road Extension
- 0 Existing Number of Lanes
- (0) Proposed Number of Lanes

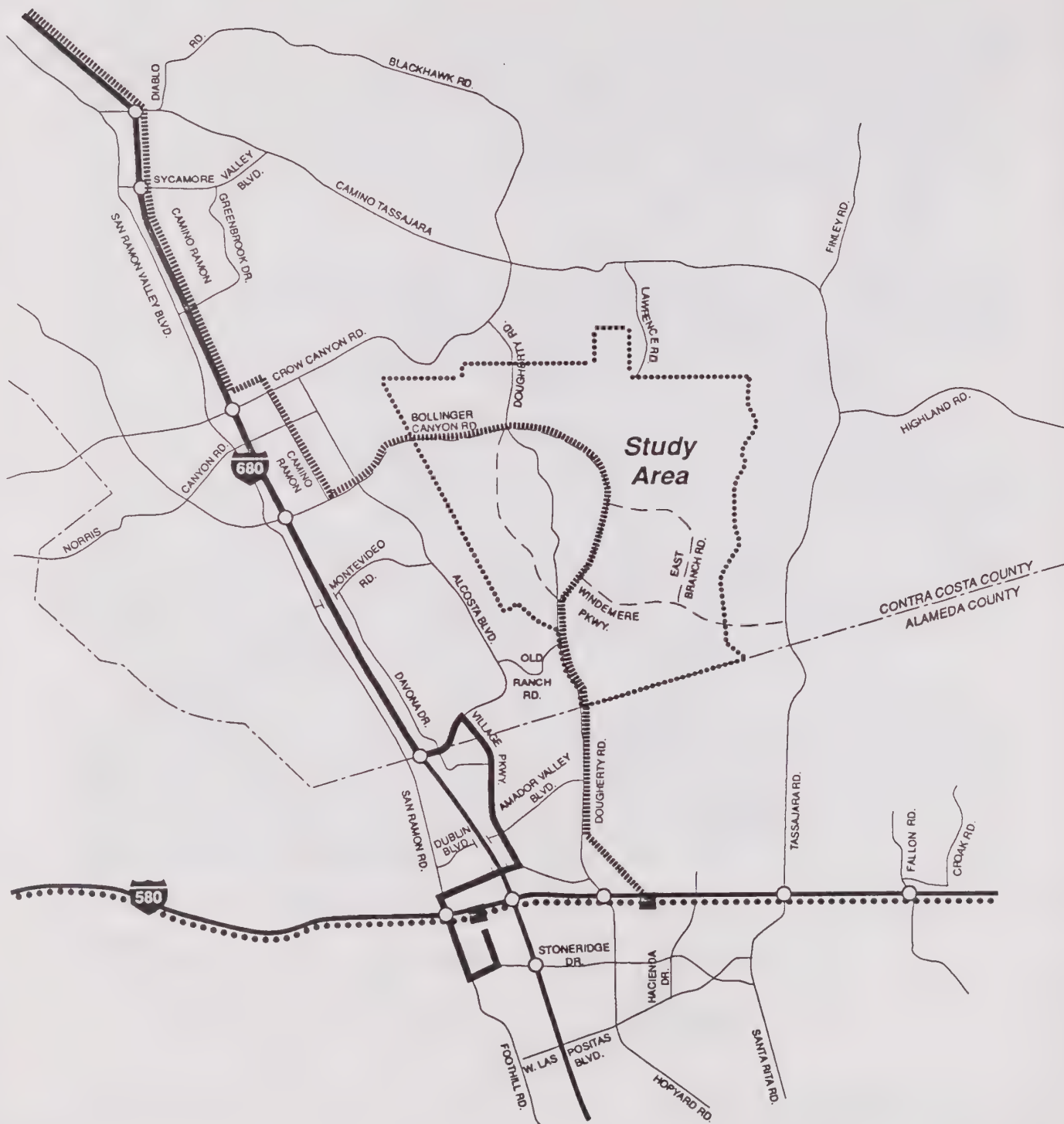


North
Not to Scale

Dougherty Valley Traffic Study
Future Road Improvements

Prepared By
TJKM

FIGURE
4



LEGEND

- Proposed BART Station
- Proposed BART Extension
- ||||| Possible Rail Alignment
- DXI BART Express Proposed Route



North
Not to Scale

Dougherty Valley Traffic Study Future Transit Improvements

Prepared By
TJKM

FIGURE
5

**Dougherty Valley Specific Plan
Traffic Study**

**Revised
Traffic Impacts and Mitigations**

October 29, 1992

***TJKM Transportation Consultants
Pleasanton, California***

(510) 463-0611

029-133

Traffic Impacts

Trip Generation

Trip generation for the Dougherty Valley was projected based on rates calibrated in the Dougherty Valley Model. The trip rates were derived from previous modeling studies including the 1987 Contra Costa County General Plan traffic model for application to this study, and they were used to revalidate for 1990 conditions (for more details about the traffic model and trip generation rates, refer to Appendix C).

Total trips generated by the 11,000 unit Specific Plan in Dougherty Valley are shown in Table VII. The proposed project at full development is estimated to generate 109,400 daily trips. Of these total trips, 23,100 trips (4,200 intra-zonal and 18,900 on-site inter-zonal trips) will start and end on-site so that their travel does not impact off-site streets. The Dougherty Valley Model describes the project area with 12 traffic analysis zones. Trips that are forecasted to start and end within the same zone are intra-zonal trips, while trips that travel between project zones are inter-zonal. The remaining 86,200 trips will be made external to the project, and will impact the regional street system.

Table VII
Trip Generation Summary
Dougherty Valley (11,000 Housing Units)

Trip Destination	Trip Purpose			
	Home Based Work	Home Based Other	Non-Home Based	Total
Intra-zonal Trips ^a	900	2,900	400	4,200
On-Site Project Trips ^b	1,600	15,500	1,800	18,900
Off-Site Project Trips	21,500	58,100	6,700	86,200
Total Trips	24,000	76,500	8,900	109,300

Notes: ^a These trips are considered internal to the traffic analysis zones and never use the roadway network.

^b These trips stay within the Project roadways only.

Also shown in Table VII are the project trips by purpose type including home-based work, home-based other, and non-home based trips. There will be a total of 24,000 new work related trips from the project with 21,500 trips off-site. The home-based other and non-home based trip purposes account for all other trips such as shopping, school, recreation, and deliveries.

Trip Distribution

Trip distribution for the Dougherty Valley Model was estimated using travel time factors developed for the Tri-Valley area based on travel surveys conducted by the Metropolitan Transportation Commission. The trip distribution process determines the interchange of trips between traffic analysis zones (TAZs) based on the travel time between them and the friction factors. Friction factors represent a typical travelers preference for making work, shopping and other trips based on distance from their origin. Generally, as the travel time between TAZs increase, the preference for making trips declines. This is more true for shopping and school trips than it is for work trips and so separate friction factor curves are established for each trip purpose.

The Dougherty Valley trip distribution for all trip purposes is summarized in Table VIII for the year 2010. Table VIII indicates that less than one fifth (18%) of the total daily project trips are forecasted to start and end within the project itself. One fourth (25%) are likely to be destined to San Ramon/Bishop Ranch. These local trips will be made primarily on the arterial streets and will not significantly affect the regional highway system.

The other two neighboring cities, Dublin and Pleasanton would be the destination of slightly more than one fifth (23%) of the project trips. Danville is likely to attract only five percent of the trips as it is mostly a residential community. Trips to other Bay Area Counties other than Alameda and Contra Costa are expected to be near 10 percent as distance becomes a deterring factor. Trips to outside Bay Area (especially San Joaquin County and south of Santa Clara County) are not expected to play a major factor since they represent only two percent of the total.

Table VIII
Year 2010 Trip Distribution from Project

Destination	Daily Work Trips	A.M. Peak Hour Trips	Total Daily Trips
Dougherty Valley	7%	27%	18%
Bishop Ranch	15%	7%	15%
San Ramon	6%	10%	10%
Danville	4%	6%	5%
Livermore	4%	10%	1%
Pleasanton	10%	14%	11%
Dublin	9%	7%	12%
Tri-Valley Sub-Total	55%	81%	72%
Other Alameda County	14%	4%	9%
Other Contra Costa County	16%	5%	7%
Other Bay Area	14%	5%	10%
Outside Bay Area	1%	5%	2%
Total	100%	100%	100%

The A.M. peak hour trip distribution shown in the third column of Table VIII illustrates that over 80 percent of the morning peak hour trips will be within the Tri-Valley. Also, a large percentage, 27 percent, are expected to start and end within the project area itself primarily related to school and work trips. The proposed Specific Plan provides 150 acres for a community college along with one high school, two middle schools and three elementary schools.

The daily work trip distribution shown in the second column of the table indicates that 55 percent of the total Dougherty Valley work trips will be within the Tri-Valley. Given the planned arterial connections to the site, most of these Tri-Valley work trips can be made without accessing freeways. The exceptions would be to and from Livermore and south Pleasanton. The forecasted 55 percent project work trips in the Tri-Valley differs from current work trip patterns. Annual travel surveys conducted in the City of Pleasanton currently show a higher proportion of resident work trips out of the valley (55 to 65 percent

instead of the 45 percent expected for Dougherty Valley), and this is similar to the results of other studies made in the City of San Ramon and the Town of Danville.

However, it is reasonable to expect that the proportion of residents finding local jobs will increase as local employment increases. According to the land use forecasts used in developing the 2010 work trip distribution (Table VI), the Tri-Valley is expected to gain another 90,000 employees in the next eighteen years which is a very significant increase of about an 80 percent in local jobs. The forecasted 10 to 20 percent shift in Tri-Valley jobs for local residents by 2010 when compared to current patterns represents the propensity to seek jobs and housing that are closer together. This is confirmed, in part, by the results of the Pleasanton surveys which show residents over ten years have a much higher proportion of Tri-Valley jobs than newer residents. Also, a jobs/housing analysis for the composite City General Plans in the Tri-Valley (Economic & Planning Systems, June 11) showed that 60 percent of the Tri-Valley residents are expected to work in the Tri-Valley.

The work trip distribution is expected to be even more locally oriented under the Cumulative Scenario because of the dramatic increase in local employment opportunities compared to the number of households. Based on Table VI, the current ratio of employment to households in the Tri-Valley is 1.42 which will remain steady at 1.43 in 2010, then jumps up to 1.86 in the Cumulative scenario with a 30 percent shift in the jobs/housing balance. Although much of the forecasted employment gain between 2010 and Cumulative is included in pending General Plan Amendment decisions, the traffic analysis assumes that it will be in place. The work trip distribution is forecasted to shift from 55/45 (percent of jobs inside the valley/outside the valley) in 2010 to 70/30 for the Cumulative scenario. Assuming a consistent rate of growth throughout the future scenarios, Cumulative employment levels will be reached by year 2030.

Roadway Conditions

Average daily traffic volume forecasts for the six study scenarios (Figure 6) indicate that many of the future planned and programmed roadway and highway improvements are adequate to serve the forecasted levels of growth when compared to the daily road and highway capacities. The daily traffic volumes shown in Figure 6 were compared to the design daily volume capacities listed in Table IX for the types of roadways within the study area.

However, several of the planned arterials will not be adequate, and additional widening is recommended as noted below. Only the roadways that will be unable to carry year 2000, 2010 or Cumulative daily traffic volumes when compared to its planned roadway capacity are discussed in this section. The remainder were found to have adequate capacity to serve daily volumes.

Daily volume analyses only provide a general indicator of the system performance based on typical travel patterns and capacities. For example, as shown in Table IX, a 66 percent peak hour directional split and 10 percent of the daily volume is assumed in the daily capacities. Where actual peak hour patterns differ from these general characteristics, the daily volume analysis is less appropriate. This is particularly true for freeways. Consequently, the I-580 and I-680 freeways were not included in the daily volume analyses.

Further, peak hour performance at roadway junctions, interchanges and intersections typically govern the overall system performance and consequently are a more reliable basis for evaluating future facility needs. The following two sections on **Freeway Performance** and **Intersection Performance** will supplement the daily traffic analysis with more specific detail of traffic conditions during the peak hours of travel.

Bollinger Canyon Road

This arterial has an eight-lane section near I-680 that is forecasted to have very high daily volumes between Sunset Drive and the freeway (74,600 for No Project and 77,000 With Project). While this well exceeds both the design capacity (60,000 vehicles) and the maximum capacity (75,000 vehicles) for this type of facility according to Table IX, this section has exclusive westbound lanes leading to the I-680 northbound on-ramps that flow unobstructed, and that movement accounts for about 10,000 vehicles daily by 2010. Therefore, the actual maximum capacity is higher than generally indicated, as high as 80,000 vehicles daily, and the forecasted volume will be below the maximum capacity.

Crow Canyon Road

Forecasted volumes on the segment between Dougherty Road and Tassajara Ranch Road are expected to exceed the current four-lane divided arterial design capacity by 2010 even without the Dougherty Valley Project. An additional lane in each direction is needed to satisfactorily carry the future volume.

Tassajara Road

The planned four-lane arterial section between Dublin Boulevard and the County line will be adequate without the project. However, an additional lane will be required in each direction by 2010 with the Dougherty Valley project. Windemere Parkway is expected to be connected to Camino Tassajara between 2000 and 2010 which will provide a fourth arterial outlet for the Dougherty Valley project. A six-lane arterial section between Windemere Parkway and Dublin Boulevard will be required to support the forecasted 2010 volumes. South of Dublin Boulevard to I-580, an eight-lane section is needed to carry the expected traffic in year 2010 with project.

Dublin Boulevard

Between Sierra Court and Dougherty Road elimination of parking is recommended along the few sections that currently permit it to increase capacity of the road to year 2000 conditions (without project) and re-striped to 6 lanes. Parking should also be eliminated between Village Parkway and Dougherty Road by year 2010 with project.

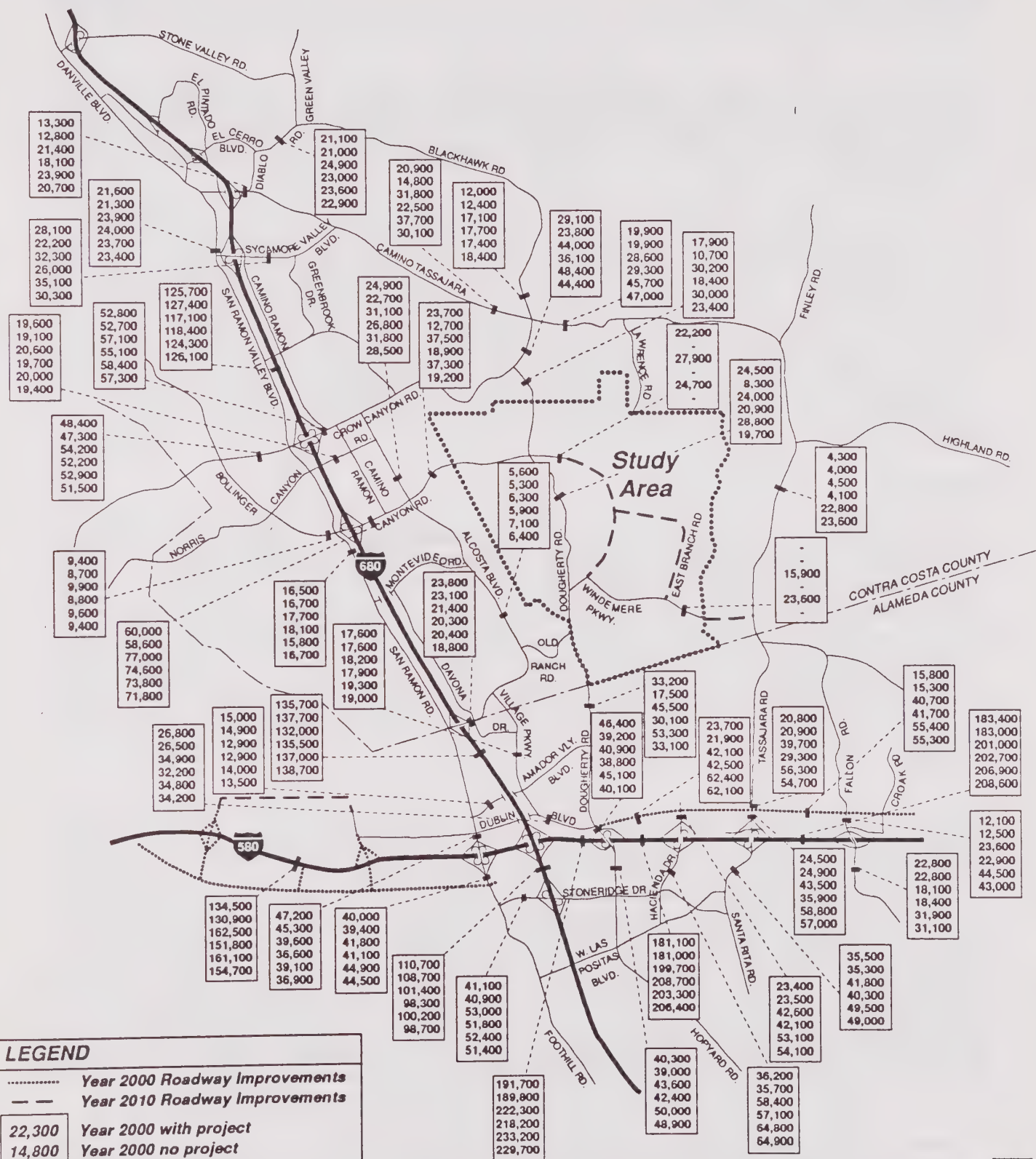
Dublin Boulevard Extension is initially planned for a total of two lanes between Hacienda Drive and El Charro Road but one more lane in each direction is likely to be required for year 2000 with no project conditions. These volume demands are clearly associated with the assumed growth in East Dublin. By year 2010 an eight lane road is the most probable scenario to serve the traffic in that section even without the project.

Table IX

Typical Roadway Capacities

Roadway Type	Average Daily Traffic	
	Maximum	Design
10-Lane Freeway	250,000	200,000
8-Lane Freeway	200,000	160,000
6-Lane Freeway	150,000	120,000
8-Lane Divided Arterial	75,000	60,000
6-Lane Divided Arterial	60,000	48,000
6-Lane Divided Arterial (w/ parking)	45,000	36,000
4-Lane Divided Arterial	45,000	36,000
4-Lane Divided Arterial (w/ parking)	35,000	28,000
4-Lane Undivided Arterial	30,000	24,000
2-Lane Collector Road	20,000	16,000

Note: Traffic capacities are based on the Highway Capacity Manual, Transportation Research Board, Special Report 209. Calculations assume a 60 percent main street green, 10 percent trucks, 20 percent combined left and right turns, a 66 percent directional split and 10 percent peak hour volumes of ADT.



Dougherty Valley Traffic Study Future Average Daily Traffic

Prepared By
TJKM

FIGURE
6



Freeway Performance

Peak hour traffic operations for the I-580 and I-680 freeway segments within the study area showed significant congestion for all of the forecast scenarios. Peak hour analyses indicate that many freeway sections are likely to operate under heavy congestion and delays (LOS E or F) during both the a.m. and p.m. peak hours.

By way of background, all segments within the Contra Costa County portion of the study area operate at LOS D or better with the exception of the segment south of Sycamore Valley Road during the a.m. peak hour in the southbound direction which operates at LOS E according to the *I-680 Corridor Study, Final Report* (TJKM, 1992). Current congestion between Alcosta Boulevard and I-580 in the southbound direction is caused by delays at the I-580 interchange rather than a constraint due to mainline capacity. Although no similar corridor studies are available for I-580 in the study area, the *Alameda County Congestion Management Plan* (Alameda County Congestion Management Agency, 1991) indicates that no segments in Pleasanton or Livermore currently operate at LOS F. Therefore, it can be inferred that these segments all operate at LOS E or better.

Methodology

The forecasted mainline volumes are compared to the directional hourly capacity for each freeway segment and a peak hour level of service^b was determined for each case. The analysis does account for planned High Occupancy Vehicle (HOV) lanes on I-680 by estimating the portion of the total volume that will be using mixed flow lanes^c. The hourly capacity includes only the mixed flow lanes (2,000 vehicles per lane per hour) and the benefits of existing or planned auxiliary lanes (1,000 vehicles per lane per hour). This analysis focuses only on the mixed flow travel lanes for computing LOS results with the assumption that the HOV lanes will perform better than the adjacent mixed flow lanes. As the freeway directional traffic flows approach the hourly capacity at one segment, there can be upstream queuing impacts on the freeway segments that are not reflected in this analysis. Also, downstream flows may be reduced by bottleneck constraints.

As mentioned previously, the minimum LOS standard for I-580 and most of I-680 in the study area is LOS E pursuant to the Congestion Management Plans (CMP) for Alameda and Contra Costa counties. LOS E or F conditions as determined by this analysis indicate very heavy delays and low travel speeds (i.e. approaching 30 mph for LOS E and below 30 mph for LOS F). Any freeway segment that is forecasted to exceed the minimum LOS standard that is established by the CMP are significantly impacted, and must be corrected according to state legislation (Proposition 111). Corrective actions require the development and adoption of a multi-jurisdiction Deficiency Plan which identifies mitigation improvements or demand reducing measures, estimated costs and schedules, and the responsible agencies for implementation. In the Tri-Valley this process would include the CCTA (Contra Costa CMP agency), the Alameda County CMA, Tri-Valley Transportation Council, Caltrans, and the Bay Area Air Quality Management District and the Metropolitan Transportation Commission at a minimum.

^b Basic Freeway Sections Levels of Service based on Transportation Research Board, Special Report Number 209, Highway Capacity Manual, 1985, Table 3-1 for a 70 mph design speed facility.

^c *I-680 Corridor Study* (TJKM, 1992) prepared for the CCTA indicates HOV usage on I-680 ranging from 9 to 17 percent of the total volume through the study area for year 2015 depending on the peak hour and direction of travel. The total freeway volumes were factored to estimate the traffic volumes in mixed-flow lanes.

Results

The results of the peak hour freeway mainline performance evaluations are shown for Year 2000 (Table X), Year 2010 (Table XI) and Cumulative (Table XII). Freeway mainline segments that are expected to reach the LOS E or F condition during peak hours are discussed in the following pages.

Year 2000

Referring to Table X, the year 2000 Freeway Performance conditions are listed for the No Project and With Project scenarios.

- Interstate 680 will reach LOS F conditions between I-580 and Bollinger Canyon Road in the peak direction during both peak periods, with and without project. Between Bollinger Canyon Road and Crow Canyon Road the traffic is expected to reach LOS E in both peak hours. The segment of I-680 between Crow Canyon Road and Sycamore Valley Road is expected to operate at LOS D. North of Sycamore Valley Road to Diablo Road, I-680 is likely to operate at LOS E without project and degrade to F with project.
- Interstate 580 will reach LOS F conditions in the peak direction during both the a.m. and p.m. peak hours between I-680 and Tassajara Road (next interchange beyond Hacienda Drive). All other segments of I-580 in the study area will operate at LOS D or better during peak hours. The eastbound section between I-680 and Dougherty Road will be adequately served since a large portion of the existing mainline traffic that currently travels from southbound I-680 to eastbound I-580 will be redirected off this segment by the flyover ramp which will connect with I-580 east of Dougherty Road. The westbound direction for this segment will reach LOS F in the a.m. peak hour.
- The results for No Project and With Project in Table X indicate that there are minor differences (about 300 vehicles in the peak direction) in freeway performance attributed to the Dougherty Valley traffic except on I-680 north of Sycamore Valley Road which degrades from LOS E to LOS F with the project.

Table X

**Freeway Mainline Performance
Year 2000 Peak Hours**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
I-680 South of															
Diablo Road	AM	1H/3M/1A	7,000	6,500	5,700	0.93	0.81	D	D	6,800	5,600	0.97	0.80	E	D
	PM			6,400	7,000	0.91	1.00	D	E	5,500	7,300	0.79	1.04	D	F
Sycamore Valley Road	AM	1H/3M/1A	7,000	5,300	5,700	0.76	0.81	C	D	5,300	5,500	0.76	0.79	C	D
	PM			5,200	6,300	0.74	0.90	C	D	5,100	6,400	0.73	0.91	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	6,700	4,200	0.96	0.60	E	C	6,700	4,300	0.96	0.61	E	C
	PM			4,600	6,000	0.66	0.86	C	D	4,600	6,100	0.66	0.87	C	D
Bollinger Canyon Road	AM	1H/3M	6,000	8,400	4,400	1.40	0.73	F	C	8,200	4,600	1.37	0.77	F	C
	PM			4,800	8,100	0.80	1.35	D	F	4,800	8,100	0.80	1.35	D	F
Alcosta Boulevard	AM	1H/3M	6,000	7,800	4,600	1.30	0.77	F	C	7,600	4,800	1.27	0.80	F	D
	PM			5,400	7,700	0.90	1.28	D	F	5,500	7,700	0.92	1.28	D	F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	4M/1A	9,000	2,500	10,900	0.28	1.21	A	F	2,600	11,100	0.29	1.23	A	F
	PM			7,100	4,700	0.79	0.52	D	B	7,200	4,800	0.80	0.53	D	B
Dougherty Road	AM	4M/1A	9,000	3,200	10,600	0.36	1.18	B	F	3,300	10,700	0.37	1.19	B	F
	PM			10,400	3,900	1.16	0.43	F	B	10,500	4,000	1.17	0.44	F	B
Hacienda Drive	AM	4M/1A	9,000	2,900	11,100	0.32	1.23	A	F	3,100	11,100	0.34	1.23	A	F
	PM			10,500	4,100	1.17	0.46	F	B	10,700	4,100	1.19	0.46	F	B

- Notes:
1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
 2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
 3. Volume includes mixed flow lanes only. HOV volumes are excluded.
 4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

Year 2010

Year 2010 conditions are similar to year 2000 but the overall freeway mainline conditions are expected to be less congested in the peak direction (Table XI). This is because the housing availability is expected to change considerably in year 2010. Among the housing projects being considered, besides the Dougherty Valley project, are the development of East and West Dublin, and North Livermore. This will reduce the influx of commuters brought into the Tri-Valley from outside areas (e.g. San Joaquin County) consequently easing the traffic load on freeways. However, the projected capacities on I-580 and I-680 will still not be enough to accommodate the traffic forecasted for year 2010.

- The poor conditions on I-580 will extend from I-680 to Tassajara Road with LOS F service in the peak direction during the a.m. and p.m. hours. The eastbound I-580 segment between I-680 and Dougherty Road will operate satisfactorily because of the new freeway connector ramp. As mentioned earlier, no improvements to I-580 were assumed as part of this analysis.
- Directional volumes on I-680 between I-580 and Bollinger Canyon Road will exceed the peak hour capacity (LOS F) in the peak direction. In all other cases the conditions on these segments are LOS D or better.
- Again, as in the year 2000 analysis, the relative impact of the traffic on I-580 and I-680 is small compared to the No Project conditions. While several segments will degrade by one LOS, in no case will the addition of project traffic cause a segment to exceed the minimum LOS standard where it was not exceeded without the project. In some cases the Project contributed to a very minor traffic reduction, i.e. on I-680 near Bishop Ranch (100 to 200 vehicles per direction).

Table XI

**Freeway Mainline Performance
Year 2010 Peak Hours**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
I-680 South of															
Diablo Road	AM	1H/3M/1A	7,000	5,200	5,700	0.74	0.81	C	D	5,000	6,100	0.71	0.87	C	D
	PM			5,300	5,600	0.76	0.80	C	D	5,400	6,000	0.77	0.86	D	D
Sycamore Valley Road	AM	1H/3M/1A	7,000	3,900	5,800	0.56	0.83	C	D	4,200	5,600	0.60	0.80	C	D
	PM			5,100	5,000	0.73	0.71	C	C	5,000	5,400	0.71	0.77	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	5,500	4,200	0.79	0.60	D	C	5,600	4,100	0.80	0.59	D	C
	PM			4,400	4,800	0.63	0.69	C	C	4,300	5,200	0.61	0.74	C	C
Bollinger Canyon Road	AM	1H/3M	6,000	7,700	3,900	1.28	0.65	F	C	7,600	3,900	1.27	0.65	F	C
	PM			4,200	7,400	0.70	1.23	C	F	4,000	7,500	0.67	1.25	C	F
Alcosta Boulevard	AM	1H/3M	6,000	7,000	4,400	1.17	0.73	F	C	6,900	4,400	1.15	0.73	F	C
	PM			4,200	7,400	0.70	1.23	C	F	4,600	6,900	0.77	1.15	C	F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	4M/1A	9,000	4,300	10,000	0.48	1.11	B	F	4,300	10,400	0.48	1.16	B	F
	PM			6,600	6,600	0.73	0.73	C	C	6,800	6,700	0.76	0.74	C	C
Dougherty Road	AM	4M/1A	9,000	4,900	9,400	0.54	1.04	C	F	4,800	9,600	0.53	1.07	B	F
	PM			9,500	4,800	1.06	0.53	F	B	9,600	4,600	1.07	0.51	F	B
Hacienda Drive	AM	4M/1A	9,000	3,600	10,600	0.40	1.18	B	F	3,500	10,800	0.39	1.20	B	F
	PM			10,100	4,600	1.12	0.51	F	B	10,300	4,400	1.14	0.49	F	B

- Notes:
1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
 2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
 3. Volume includes mixed flow lanes only. HOV volumes are excluded.
 4. Level of Service based on *1985 Highway Capacity Manual* for Basic Freeway sections.

Cumulative

The forecasted Cumulative scenario freeway conditions (Table XII) have similar impacts and flow patterns as was discussed for the years 2000 and 2010. Heavy congestion is expected on I-580 throughout the study area during both peak hours, and the need for ten lanes or alternative demand reducing measures will be needed. Also, the peak direction of travel on I-680 will exceed the planned capacity between I-580 and Bollinger Canyon Road. In summary, the key freeway issues for Cumulative are as follows:

- In general, the impacts on I-680 and I-580 are similar to the previous 2000 and 2010 scenarios. As was previously demonstrated, the freeway congestion will exceed minimum acceptable conditions for both the No Project and Project traffic volumes.
- The peak direction conditions on I-580 will be LOS F between I-680 and Tassajara Road for both peak hours.
- On I-680, between I-580 and Bollinger Canyon Road in the peak direction during the both peak hours, the No Project and Project conditions will be LOS F.

Table XII

**Freeway Mainline Performance
Cumulative Peak Hours**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
I-680 South of				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Diablo Road	AM	1H/3M/1A	7,000	5,400	5,700	0.77	0.81	D	D	5,500	5,500	0.79	0.79	D	D
	PM		7,000	5,300	5,900	0.76	0.84	C	D	5,400	6,300	0.77	0.90	D	D
Sycamore Valley Road	AM	1H/3M/1A	7,000	4,100	5,700	0.59	0.81	C	D	4,200	5,500	0.60	0.79	C	D
	PM		7,000	5,000	5,200	0.71	0.74	C	C	4,800	5,400	0.69	0.77	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	5,600	4,100	0.80	0.59	D	C	5,500	4,100	0.79	0.59	D	C
	PM		7,000	4,200	5,100	0.60	0.73	C	C	4,300	5,200	0.61	0.74	C	C
Bollinger Canyon Road	AM	1H/3M	6,000	7,900	3,700	1.32	0.62	F	C	7,500	3,800	1.25	0.63	F	C
	PM		6,000	3,800	7,700	0.63	1.28	C	F	3,900	7,400	0.65	1.23	C	F
Alcosta Boulevard	AM	1H/3M	6,000	7,100	4,200	1.18	0.70	F	C	6,800	4,400	1.13	0.73	F	C
	PM		6,000	4,400	7,000	0.73	1.17	C	F	4,500	6,700	0.75	1.12	C	F
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	4M/1A	9,000	4,200	10,400	0.47	1.16	B	F	4,200	10,600	0.47	1.18	B	F
	PM		9,000	6,900	6,300	0.77	0.70	C	C	7,000	6,500	0.78	0.72	D	C
Dougherty Road	AM	4M/1A	9,000	4,700	9,900	0.52	1.10	B	F	4,600	9,600	0.51	1.07	B	F
	PM		9,000	10,000	4,500	1.11	0.50	F	B	9,800	4,400	1.09	0.49	F	B
Hacienda Drive	AM	4M/1A	9,000	3,500	11,300	0.39	1.26	B	F	3,400	10,900	0.38	1.21	B	F
	PM		9,000	10,700	4,400	1.19	0.49	F	B	10,500	4,300	1.17	0.48	F	B

- Notes: 1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
3. Volume includes mixed flow lanes only. HOV volumes are excluded.
4. Level of Service based on 1985 *Highway Capacity Manual* for Basic Freeway sections.

Intersection Performance

Forecasted peak hour traffic volumes were analyzed to determine the intersection performance at each of the 49 study locations. All of the planned roadway and intersection improvements in the Tri-Valley shown in Figure 4 and Appendix H were included in the base case assumptions for making the LOS calculations at the study intersections.

As stated previously in the Existing Conditions section, the significance criteria used in this study for assessing traffic impacts is a minimum peak hour condition of LOS D with a v/c ratio less than or equal to 0.89. This is consistent with the adopted standards by the CCTA, although slightly lower than the minimum standards set by the Cities of San Ramon and Pleasanton (v/c ratio 0.90), and slightly higher than the minimum for the Town of Danville (v/c ratio 0.87). Tables XIII and XIV summarize the intersection LOSs and V/Cs for years 2000 and 2010 and Cumulative for the a.m. and p.m. peak hours.

The peak hour level of service methodology prescribed by the CCTA and utilized in this study focus on the operations at each study intersection. However, there may be cases where high forecasted volumes result in lengthy traffic vehicle queues that may adversely affect adjacent intersection operations. Several of the intersections within the study area are located at close proximity to other major intersections, and may be subject to overlapping traffic congestion. These intersections include the following:

- Bollinger Canyon Road at I-680 Northbound Off-Ramp
- Bollinger Canyon Road at Sunset Drive
- Crow Canyon Road at I-680 Northbound Off-Ramp
- Crow Canyon Road at Crow Canyon Place
- Dougherty Road at I-580 Westbound Off-Ramp
- Dougherty Road at Dublin Boulevard
- Tassajara Road at I-580 Westbound Off-Ramp
- Tassajara Road at Dublin Boulevard

Although there is no quantifiable impact associated with this type of overlapping congestion, these locations will be considered in the mitigation analysis for improvements that will minimize vehicle queues between the adjacent intersections.

Year 2000

The Year 2000 intersection conditions show six locations that exceed the minimum performance standard without Dougherty Valley traffic (No Project). Also, an additional three locations are impacted by the proposed project. Refer to Appendix E for the LOS calculation work sheets that are discussed for year 2000. The study intersection at Camino Ramon/Bollinger Canyon Road will add the south leg and require improvements on other approaches to facilitate planned development south of Bollinger Canyon Road in this portion of Bishop Ranch. It is assumed that these improvements will be the responsibility of the developer for that area, and that they will be completed prior to that development. The intersection at Dougherty Road/Dublin Boulevard will be improved in conjunction with the easterly extension of Dublin Boulevard and the widening of Dougherty Road. Refer to Table XIII for details of the specific assumed improvements at these two locations.

No Project Impacts

For the No Project scenario there are six locations that operate below LOS D during one or both peak hours. All of the other 43 intersections will operate at adequate peak hour conditions. These impacted locations are:

- Camino Tassajara/Diablo Road in the p.m. peak hour
- Camino Ramon/Bollinger Canyon for the p.m. peak hour
- Sunset Drive/Bollinger Canyon for the p.m. peak hour
- Dougherty Road/Dublin Boulevard for the p.m. peak hour
- Santa Rita Road/I-580 EB Off for the p.m. peak hour
- Tassajara Road/Dublin Extn. for both peak hours

Project Impacts

The six No Project impact locations noted above will also operate below the LOS D threshold With Project, plus four additional locations that will also be impacted. The remaining 39 study intersections will operate at adequate peak hour conditions. The additional impacted locations are:

- Alcosta Bl./Bollinger Canyon Rd. in both peak hours
- Blackhawk Rd./Camino Tassajara in both peak hours
- I-680 NB On/Sycamore Valley Rd. in the a.m. peak hour
- Hacienda Dr./Dublin Extension in the a.m. peak hour

Year 2010

Intersection conditions for year 2010 show 14 locations that operate at unacceptable conditions without Dougherty Valley project traffic. Six of the 14 are the same as those listed for year 2000. Refer to Appendix F for the year 2010 LOS calculation work sheets. The intersection of Dougherty Road/Dublin Boulevard will be further improved as the easterly extension of Dublin Boulevard is completed. Refer to Table XV for specific details of the assumed improvements at this location.

No Project Impacts

At 14 locations, unacceptable No Project conditions exist in one or both peak hours. Peak hour conditions at the other 35 study intersections will be adequate in the year 2010 without the Dougherty Valley project. The impacted intersections are:

- Camino Tassajara/Diablo Road in the p.m. peak hour
- Camino Ramon/Bollinger Canyon in the p.m. peak hour
- Alcosta Blvd/Bollinger Canyon for both peak hours
- Blackhawk Rd./Camino Tassajara in both peak hours
- Sunset Drive/Bollinger Canyon for the p.m. peak hour
- Airway Blvd/Dublin Extn. for the p.m. peak hour
- Village Pkwy/I-680 NB Off for both peak hours
- S.P.R.O.W./Dublin Extn. for the a.m. peak hour
- Tassajara Road/I-580 WB Off for the p.m. peak hour

- Tassajara Road/Fallon Extn. for both peak hours
- Dougherty Road/Dublin Boulevard for the p.m. peak hour
- Santa Rita Road/I-580 EB Off for the p.m. peak hour
- Tassajara Road/Dublin Extn. for both peak hours
- Hacienda Drive/Dublin Extn. for both peak hours

Project Impacts

The 14 locations noted above will further degrade with the added traffic from the Dougherty Valley project. However, six additional locations will be impacted. The additional impacted locations are:

- Alcosta Blvd/Crow Canyon for the p.m. peak hour
- Sycamore Valley Bl./Camino Tassajara for both peak hours
- Dougherty Road/Crow Canyon for the p.m. peak hour
- Dougherty Road/Amador Valley for both peak hours
- Dougherty Road/S.P.R.O.W. for the p.m. peak hour
- Tassajara Road/I-580 WB off for the p.m. peak hour

Cumulative

The Cumulative scenarios represent the full development of all planned and proposed areas within the Tri-Valley. Peak hour intersection conditions for the Cumulative scenarios are listed in Tables XIV and XV and attached in Appendix G.

No Project Impacts

Twenty one of the study intersections will reach undesirable peak hour conditions with the Cumulative forecasted traffic volumes. The other locations will operate at acceptable levels with implementation of the planned improvements previously identified. The impacted locations are:

- Camino Tassajara/Diablo Road in the p.m. peak hour*
- Camino Ramon/Crow Canyon in the a.m. peak hour*
- Camino Ramon/Bollinger Canyon for the p.m. peak hour*
- Alcosta Blvd/Bollinger Canyon for the p.m. peak hour*
- Blackhawk Rd./Camino Tassajara in both peak hours*
- I-680 NB off/Crow Canyon for the a.m. peak hour
- I-680 NB off/Bollinger Canyon for the a.m. peak hour
- Dougherty Road/Crow Canyon for the p.m. peak hour
- Sunset Drive/Bollinger Canyon for the p.m. peak hour*
- Airway Blvd/Dublin Extn. for p.m. peak hour
- Village Pkwy/I-680 NB Off for both peak hours
- Dougherty Road/Amador Valley for the a.m. peak hour*
- S.P.R.O.W./Dublin Extn. for both peak hours*
- Dougherty Road/Dublin Boulevard for both peak hours*
- Hopyard Road/I-580 EB off for the a.m. peak hour*
- Tassajara Road/I-580 WB Off for the p.m. peak hour*
- Santa Rita Road/I-580 EB Off for the p.m. peak hour

- Fallon Road/Dublin Extn. for both peak hours
- Tassajara Road/Dublin Extn. for both peak hours
- Hacienda Drive/Dublin Extn. for the a.m. peak hour
- Tassajara Road/Fallon Extn. for both peak hours

Project Impacts

Eleven of the 21 locations listed above will be further degraded with the Dougherty Valley project traffic (shown above with *). The intersection of I-680 NB off/Crow Canyon Rd. will improve slightly to stay below the minimum performance threshold (LOS D, v/c ratio of 0.89). Comparing the No Project to the With Project conditions, six intersections will degrade to unacceptable levels with the full development of the Dougherty Valley project.

- Camino Tassajara/Sycamore Valley in both peak hours
- Alcosta Blvd./Crow Canyon for the p.m. peak hour
- I-680 NB on/Sycamore Valley for p.m.
- Dougherty Rd/Old Ranch Rd. for a.m.
- Dougherty Rd./S.P.R.O.W. in both peak hours
- Tassajara Rd./Windemere Pkwy in both peak hours.

Table XIII

**Future Intersection Conditions
A.M. Peak Hour**

Node No.	North-South Street	East-West Street	Year 2000				Year 2010				Cumulative			
			No Project		With Project		No Project		With Project		No Project		With Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.74	C	0.73	C	0.88	D	0.74	C	0.72	C	0.81	D
506	Camino Tass.	Sycamore Vlly	0.78	C	0.90	D	0.96	E	0.97	E	0.88	D	1.04	E
514	Alcosta Blvd.	Crow Canyon	0.59	A	0.61	B	0.76	C	0.84	D	0.81	D	0.86	D
515	Camino Ramon	Crow Canyon	0.79	C	0.81	D	0.84	D	0.89	D	0.95	E	0.93	E
518	San Ramon Vly	Crow Canyon	0.55	A	0.59	A	0.59	A	0.66	B	0.58	A	0.63	B
521*	Camino Ramon	Bollinger Cyn	0.78	C	0.87	D	0.87	D	0.94	E	0.84	D	0.95	E
522	Alcosta Blvd.	Bollinger Cyn	0.71	C	0.90	D	0.90	D	1.08	F	0.83	D	1.10	F
551	Dougherty Rd.	Bollinger Cyn	0.23	A	0.74	C	0.55	A	0.89	D	0.42	A	0.78	C
564	Blackhawk Rd.	Camino Tass.	0.87	D	1.13	F	1.16	F	1.31	F	1.21	F	1.40	F
942	I-680 NB Off	Diablo Rd.	0.58	A	0.58	A	0.71	C	0.62	B	0.64	B	0.65	B
943	I-680 SB Off	Diablo Rd.	0.45	A	0.44	A	0.44	A	0.43	A	0.47	A	0.42	A
945	I-680 NB On	Sycamore Vlly	0.68	B	0.90	D	0.77	C	0.84	D	0.69	B	0.73	C
947	I-680 SB Off	Sycamore Vlly	0.39	A	0.40	A	0.39	A	0.37	A	0.36	A	0.35	A
949	I-680 NB Off	Crow Canyon	0.88	D	0.88	D	0.81	D	0.84	D	0.94	E	0.88	D
951	I-680 SB Off	Crow Canyon	0.74	C	0.74	C	0.75	C	0.76	C	0.83	D	0.80	C
953	I-680 NB Off	Bollinger Cyn	0.87	D	0.88	D	1.13	F	1.06	F	1.17	F	1.09	F
955	I-680 SB Off	Bollinger Cyn	0.51	A	0.52	A	0.55	A	0.56	A	0.57	A	0.57	A
957	I-680 NB Off	Alcosta Blvd.	0.55	A	0.53	A	0.54	A	0.59	A	0.52	A	0.54	A
958	I-680 SB On	Alcosta Blvd.	0.61	B	0.61	B	0.58	A	0.65	B	0.58	A	0.62	B
1315	San Ramon Vly	I-680 SB Off					0.42	A	0.41	A	0.39	A	0.38	A
1361	Crow Cyn. Pl.	Crow Canyon	0.53	A	0.55	A	0.55	A	0.59	A	0.60	A	0.60	A
1369	Dougherty Rd.	Crow Canyon	0.42	A	0.51	A	0.53	A	0.71	C	0.60	A	0.71	C
1385	Sunset Dr.	Bollinger Cyn	0.82	D	0.87	D	0.81	D	0.86	D	0.84	D	0.86	D
1416	Highland Rd.	Camino Tass.	0.62	B	0.63	B	0.87	D	0.79	C	0.51	A	0.53	A
2201	Airway Blvd.	Dublin Extn.	0.48	A	0.48	A	0.89	D	0.91	E	0.87	D	0.89	D
2253	Village Pkwy	I-680 NB Off					0.93	E	0.92	E	1.04	F	1.13	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.31	A	0.38	A	0.32	A	0.47	A	0.31	A	0.48	A
2265	Dougherty Rd.	Old Ranch Rd.	0.30	A	0.59	A	0.39	A	0.79	C	0.48	A	0.92	E
2280	Dougherty Rd.	Amador Valley	0.66	B	0.81	D	0.71	C	0.91	E	0.96	E	1.19	F
2285	Amador Plaza	I-680 SB Off					0.49	A	0.54	A	0.40	A	0.44	A
2290	Dougherty Rd.	S.P. R.O.W.	0.23	A	0.47	A	0.28	A	0.39	A	0.76	C	0.95	E

Notes: a. Assumes south leg of Camino Ramon and other approaches will be improved as future development south of Bollinger Canyon Road requires. Intersection improvements assumed as: NB - 2 left-turn lanes, 1 through lane and 1 right-turn lane with future development. Also assumes second SB left-turn re-striped for through lane; re-striping EB of right-turn lane; and WB two left-turn lanes.

Table XIV

**Future Intersection Conditions
P.M. Peak Hour**

Node No.	North-South Street	East-West Street	Year 2000				Year 2010				Cumulative			
			No Project		With Project		No Project		With Project		No Project		With Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.93	E	0.93	E	1.08	F	1.06	F	1.06	F	1.06	F
506	Camino Tass.	Sycamore Vly	0.63	B	0.72	C	0.88	D	0.91	E	0.86	D	0.92	E
514	Alcosta Blvd.	Crow Canyon	0.74	C	0.75	C	0.83	D	0.91	E	0.88	D	0.93	E
515	Camino Ramon	Crow Canyon	0.78	C	0.79	C	0.78	C	0.89	D	0.81	D	0.90	D
518	San Ramon Vly	Crow Canyon	0.81	D	0.83	D	0.84	D	0.86	D	0.83	D	0.85	D
521*	Camino Ramon	Bollinger Cyn	0.97	E	0.99	E	1.06	F	1.17	F	1.02	F	1.15	F
522	Alcosta Blvd.	Bollinger Cyn	0.80	C	0.91	E	0.95	E	1.19	F	0.93	E	1.18	F
551	Dougherty Rd.	Bollinger Cyn	0.34	A	0.79	C	0.40	A	0.86	D	0.49	A	0.78	C
564	Blackhawk Rd.	Camino Tass.	0.74	C	0.97	E	0.95	E	1.22	F	1.08	F	1.21	F
942	I-680 NB Off	Diablo Rd.	0.63	B	0.63	B	0.69	B	0.68	B	0.69	B	0.70	B
943	I-680 SB Off	Diablo Rd.	0.47	A	0.47	A	0.57	A	0.59	A	0.59	A	0.57	A
945	I-680 NB On	Sycamore Vly	0.77	C	0.87	D	0.86	D	0.88	D	0.85	D	0.94	E
947	I-680 SB Off	Sycamore Vly	0.43	A	0.44	A	0.45	A	0.46	A	0.45	A	0.46	A
949	I-680 NB Off	Crow Canyon	0.42	A	0.43	A	0.40	A	0.47	A	0.40	A	0.43	A
951	I-680 SB Off	Crow Canyon	0.61	B	0.62	B	0.58	A	0.62	B	0.60	A	0.61	B
953	I-680 NB Off	Bollinger Cyn	0.82	D	0.81	D	0.85	D	0.84	D	0.86	D	0.83	D
955	I-680 SB Off	Bollinger Cyn	0.33	A	0.35	A	0.36	A	0.43	A	0.32	A	0.40	A
957	I-680 NB Off	Alcosta Blvd.	0.58	A	0.65	B	0.44	A	0.49	A	0.46	A	0.45	A
958	I-680 SB On	Alcosta Blvd.	0.72	C	0.71	C	0.50	A	0.52	A	0.50	A	0.51	A
1315	San Ramon Vly	I-680 SB Off					0.52	A	0.50	A	0.46	A	0.44	A
1361	Crow Cyn. Pl.	Crow Canyon	0.68	B	0.67	B	0.66	B	0.64	B	0.70	B	0.68	B
1369	Dougherty Rd.	Crow Canyon	0.66	B	0.79	C	0.87	D	1.10	F	1.27	F	1.15	F
1385	Sunset Dr.	Bollinger Cyn	1.12	F	1.13	F	1.24	F	1.25	F	1.28	F	1.26	F
1416	Highland Rd.	Camino Tass.	0.57	A	0.53	A	0.71	C	0.59	A	0.70	B	0.73	C
2201	Airway Blvd.	Dublin Extn.	0.42	A	0.41	A	1.06	F	1.05	F	1.15	F	1.15	F
2253	Village Pkwy	I-680 NB Off					1.16	F	1.31	F	1.15	F	1.30	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.34	A	0.41	A	0.35	A	0.48	A	0.34	A	0.53	A
2265	Dougherty Rd.	Old Ranch Rd.	0.27	A	0.51	A	0.29	A	0.65	B	0.41	A	0.77	C
2280	Dougherty Rd.	Amador Valley	0.64	B	0.79	C	0.64	B	0.89	D	0.75	C	0.98	E
2285	Amador Plaza	I-680 SB Off					0.63	B	0.63	B	0.61	B	0.58	A
2290	Dougherty Rd.	S.P. R.O.W.	0.52	A	0.84	D	0.56	A	0.93	E	0.81	D	1.19	F

Notes: a. Assumes south leg of Camino Ramon and other approaches will be improved as future development south of Bollinger Canyon Road requires. Intersection improvements assumed as: NB - 2 left-turn lanes, 1 through lane and 1 right-turn lane with future development. Also assumes second SB left-turn re-stripped for through lane; re-stripping EB of right-turn lane; and WB two left-turn lanes.

Table XIV (cont'd)

**Future Intersection Conditions
P.M. Peak Hour**

Node No.	North-South Street	East-West Street	Year 2000				Year 2010				Cumulative			
			No Project		With Project		No Project		With Project		No Project		With Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
2291	S.P. R.O.W.	Dublin Extn.	0.51	A	0.72	C	0.68	B	0.93	E	1.01	F	1.19	F
2301	San Ramon Rd.	Dublin Blvd.	0.87	D	0.88	D	0.87	D	0.87	D	0.72	C	0.73	C
2307*	Dougherty Rd.	Dublin Blvd.	0.95	E	1.01	F	0.95	E	1.18	F	1.21	F	1.27	F
2308	Dougherty Rd.	I-580 WB Off	0.63	B	0.76	C	0.57	A	0.61	B	0.57	A	0.59	A
2309	Hopyard Rd.	I-580 EB Off	0.57	A	0.64	B	0.59	A	0.67	B	0.68	B	0.73	C
2322	Tassajara Rd.	I-580 WB Off	0.67	B	0.69	B	0.89	D	0.91	E	0.96	E	0.96	E
2323	Santa Rita Rd	I-580 EB Off	1.02	F	1.06	F	1.08	F	1.10	F	1.19	F	1.18	F
2383	Fallon Rd.	Dublin Extn.	0.65	B	0.63	B	0.87	D	0.91	E	1.19	F	1.21	F
2384	Tassajara Rd.	Dublin Extn.	0.93	E	0.94	E	0.99	E	1.00	E	1.08	F	1.11	F
2385	Hacienda Dr.	Dublin Extn.	0.82	D	0.87	D	1.42	F	1.43	F	1.61	F	1.55	F
2386	Hacienda Dr.	I-580 WB Off	0.42	A	0.40	A	0.70	B	0.72	C	0.74	C	0.75	C
2387	Hacienda Dr.	I-580 EB Off	0.42	A	0.40	A	0.83	D	0.83	D	0.90	D	0.87	D
2507	Dougherty Rd.	S. Bollinger	0.17	A	0.58	A	0.44	A	0.71	C			0.86	D
2514	Tassajara Rd.	Fallon Extn.	0.74	C	0.74	C	1.21	F	0.93	E	1.10	F	1.12	F
2522	Camino Tass.	Windemere Pkwy							0.73	C			0.71	C
2601	Bollinger Cyn	E. Branch Rd.			0.29	A			0.47	A			0.50	A
2602	Bollinger Cyn	Windemere Pkwy							0.54	A			0.63	B
2604	East Branch Rd	Windemere Pkwy							0.49	A			0.56	A

Notes: LOS = Level of Service

V/C = Volume-to-Capacity Ratio

Refer to Appendix E for LOS work sheets

b. Calculation assumes one additional through lane NB and SB as part of the Dougherty Road widening project.

Mitigations

This study recommends mitigation measures to provide adequate daily and peak hour travel conditions within the study area to serve the future traffic demands. The mitigation measures address possible physical improvements to the system, and also suggest methods for reducing travel demands from the proposed project and within the Tri-Valley area. These recommendations should be integrated with the forthcoming findings of the Tri-Valley Transportation Council Action Plan study^d (scheduled to be completed in 1992-3). Once the Action Plan is adopted, it will be used as a guideline for developing and implementing any required Deficiency Plans. As previously mentioned, any freeway segments that are forecasted to exceed the minimum LOS standard established by the CMP for the facility will require development and adoption of a Deficiency Plan. The recommended improvements for freeway facilities, and other demand reducing or control measures should be considered in preparing the Deficiency Plans.

The mitigation measures are separated into the following two categories:

- No Project Mitigations - A substantial portion of the mitigation measures are attributable to planned growth without the any new development in the proposed Dougherty Valley project area. The No Project mitigations should be implemented by the responsible planning agency on a fair share basis during project review. Alternatively, the major roadway improvements that are not directly affected by proposed development could be incorporated into the regional mitigation fee that will be included in the Action Plan.
- Project Mitigations - The added increment of travel demand associated with the proposed Dougherty Valley project is identified as the being the primary responsibility of the applicant. However, several of the off-site improvements will be of benefit to other planned development, and a pro rata fair share approach for funding should used as appropriate.

No Project Mitigations

Proposed or planned growth in the Tri-Valley other than Dougherty Valley will cause traffic volumes to exceed the capacity of the future freeway and arterial roadway system at several locations during the average day and peak hours. Additional measures will be needed to provide acceptable traffic and transportation service.

Freeways

Interstate 580 - The ultimate widening of this facility to ten lanes between Vasco Road and I-680 has been identified by Caltrans in the I-580 Route Concept Report, but there is no funding source at this time. Traffic forecasts indicate that the additional capacity provided by a ten lane facility will be needed in years 2000 and 2010. This would be a major improvement program requiring two additional mainline lanes, widening of some freeway overpasses and interchanges, and the acquisition of necessary right-of-way. Regional participation in the widening project may be required. The resultant freeway peak hour

^d The studies led by Tri-Valley Transportation Council also consider future regional travel solutions in the Tri-Valley which may compliment or overlap the recommendations of this report. One possible feature of the TVTC Plan would be to establish a regional mitigation fee program that would fund non-project specific circulation improvements.

conditions with ten lanes on I-580 within the study area is shown in Table XV (Year 2000) and Table XVI (Year 2010).

Interstate 680 - The planned freeway section will not be adequate to carry forecasted 2000 and 2010 volumes between I-580 and Bollinger Canyon Road with or without the proposed project. These findings correspond to the 2015 forecasts and analysis made in the *I-680 Corridor Study* which showed that future volumes would exceed the capacity during both peak hours in this area. To satisfy the forecasted demand to be within the minimum LOS standards, one additional mixed-flow lane is required in both directions between Bollinger Canyon Road and I-580, and auxiliary lanes are needed between Alcosta Boulevard and Bollinger Canyon Road. The resultant freeway peak hour conditions with these additional lanes on I-680 within the study area are shown in Table XV (Year 2000), Table XVI (Year 2010), and Table XVII (Cumulative).

Alternatively, many other options are available to reduce the forecasted freeway impacts. The Deficiency Plan for I-580 between I-680 and Tassajara Road and for I-680 between Bollinger Canyon Road and I-580 should consider the following measures.

- Enhance future transit service in the Tri-Valley area. Key elements of the regional transit effort include provision for a rail system between areas to the north (i.e. Walnut Creek and Concord) and the future East Dublin BART station as well as other destinations along I-580; feeder bus service to key light rail junctions, and integrating local bus service across jurisdictional boundaries.
- Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, High Occupancy Vehicle lanes, and an integrated Traffic Operations System (TOS) currently being considered by Caltrans.
- Establish regional land use plans that seek to lessen the demand for travel into and out of and through the Tri-Valley transportation system. This may include regional limits on planned or proposed development.
- Promote plans for alternative transportation corridors that will relieve excessive future travel demands on I-580 and I-680. Current alternatives include upgrading of Route 84 through Livermore to expressway standards, and the construction of the mid-state tollway.
- Upgrade or construct new parallel arterial facilities to the I-580 corridor that will lessen the forecasted travel demand. The planned Dublin Boulevard extension and Stoneridge Drive/Jack London Boulevard extension are two such examples that have been included in the traffic forecasts. Further relief on the freeway will require additional parallel facilities. One possible area of study would be a high capacity arterial connection between the Danville/San Ramon area and north Livermore.

Table XV

**Freeway Mainline Performance
Year 2000 Peak Hours
Mitigated**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
I-680 South of															
Diablo Road	AM	1H/3M/1A	7,000	6,500	5,700	0.93	0.81	D	D	6,800	5,600	0.97	0.80	E	D
	PM			6,400	7,000	0.91	1.00	D	E	5,500	7,300	0.79	1.04	D	F
Sycamore Valley Road	AM	1H/3M/1A	7,000	5,300	5,700	0.76	0.81	C	D	5,300	5,500	0.76	0.79	C	D
	PM			5,200	6,300	0.74	0.90	C	D	5,100	6,400	0.73	0.91	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	6,700	4,200	0.96	0.60	E	C	6,700	4,300	0.96	0.61	E	C
	PM			4,600	6,000	0.66	0.86	C	D	4,600	6,100	0.66	0.87	C	D
Bollinger Canyon Road	AM	1H/4M/1A	9,000	8,400	4,400	0.93	0.49	E	B	8,200	4,600	0.91	0.51	D	B
	PM			4,800	8,100	0.53	0.90	B	D	4,800	8,100	0.53	0.90	B	D
Alcosta Boulevard	AM	1H/4M	8,000	7,800	4,600	0.98	0.58	E	C	7,600	4,800	0.95	0.60	E	C
	PM			5,400	7,700	0.68	0.96	C	E	5,500	7,700	0.69	0.96	C	E
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	5M/1A	11,000	2,500	10,900	0.23	0.99	A	E	2,600	11,100	0.24	1.01	A	F
	PM			7,100	4,700	0.65	0.43	C	B	7,200	4,800	0.65	0.44	C	B
Dougherty Road	AM	5M/1A	11,000	3,200	10,600	0.29	0.96	A	E	3,300	10,700	0.30	0.97	A	E
	PM			10,400	3,900	0.95	0.35	E	B	10,500	4,000	0.95	0.36	E	B
Hacienda Drive	AM	5M/1A	11,000	2,900	11,100	0.26	1.01	A	F	3,100	11,100	0.28	1.01	A	F
	PM			10,500	4,100	0.95	0.37	E	B	10,700	4,100	0.97	0.37	E	B

Notes:

1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
3. Volume includes mixed flow lanes only. HOV volumes are excluded.
4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

Table XVI

**Freeway Mainline Performance
Year 2010 Peak Hours
Mitigated**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
I-680 South of															
Diablo Road	AM	1H/3M/1A	7,000	5,200	5,700	0.74	0.81	C	D	5,000	6,100	0.71	0.87	C	D
	PM			5,300	5,600	0.76	0.80	C	D	5,400	6,000	0.77	0.86	D	D
Sycamore Valley Road	AM	1H/3M/1A	7,000	3,900	5,800	0.56	0.83	C	D	4,200	5,600	0.60	0.80	C	D
	PM			5,100	5,000	0.73	0.71	C	C	5,000	5,400	0.71	0.77	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	5,500	4,200	0.79	0.60	D	C	5,600	4,100	0.80	0.59	D	C
	PM			4,400	4,800	0.63	0.69	C	C	4,300	5,200	0.61	0.74	C	C
Bollinger Canyon Road	AM	1H/4M/1A	9,000	7,700	3,900	0.86	0.43	D	B	7,600	3,900	0.84	0.43	D	B
	PM			4,200	7,400	0.47	0.82	B	D	4,000	7,500	0.44	0.83	B	D
Alcosta Boulevard	AM	1H/4M	8,000	7,000	4,400	0.88	0.55	D	C	6,900	4,400	0.86	0.55	D	C
	PM			4,200	7,400	0.53	0.93	B	D	4,600	6,900	0.58	0.86	C	D
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	5M/1A	11,000	4,300	10,000	0.39	0.91	B	D	4,300	10,400	0.39	0.95	B	E
	PM			6,600	6,600	0.60	0.60	C	C	6,800	6,700	0.62	0.61	C	C
Dougherty Road	AM	5M/1A	11,000	4,900	9,400	0.45	0.85	B	D	4,800	9,600	0.44	0.87	B	D
	PM			9,500	4,800	0.86	0.44	D	B	9,600	4,600	0.87	0.42	D	B
Hacienda Drive	AM	5M/1A	11,000	3,600	10,600	0.33	0.96	A	E	3,500	10,800	0.32	0.98	A	E
	PM			10,100	4,600	0.92	0.42	D	B	10,300	4,400	0.94	0.40	E	B

- Notes:
1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
 2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
 3. Volume includes mixed flow lanes only. HOV volumes are excluded.
 4. Level of Service based on 1985 *Highway Capacity Manual* for Basic Freeway sections.

Table XVII

**Freeway Mainline Performance
Cumulative Mitigated Peak Hours**

	Peak Hour	No. Lanes ¹	Hourly Capacity ²	No Project						With Project					
				Volume ³		V/C		LOS ⁴		Volume ³		V/C		LOS ⁴	
				NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
I-680 South of															
Diablo Road	AM	1H/3M/1A	7,000	5,400	5,700	0.77	0.81	D	D	5,500	5,500	0.79	0.79	D	D
	PM		7,000	5,300	5,900	0.76	0.84	C	D	5,400	6,300	0.77	0.90	D	D
Sycamore Valley Road	AM	1H/3M/1A	7,000	4,100	5,700	0.59	0.81	C	D	4,200	5,500	0.60	0.79	C	D
	PM		7,000	5,000	5,200	0.71	0.74	C	C	4,800	5,400	0.69	0.77	C	D
Crow Canyon Road	AM	1H/3M/1A	7,000	5,600	4,100	0.80	0.59	D	C	5,500	4,100	0.79	0.59	D	C
	PM		7,000	4,200	5,100	0.60	0.73	C	C	4,300	5,200	0.61	0.74	C	C
Bollinger Canyon Road	AM	1H/4M/1A	9,000	7,900	3,700	0.88	0.41	D	B	7,500	3,800	0.83	0.42	D	B
	PM		9,000	3,800	7,700	0.42	0.86	B	D	3,900	7,400	0.43	0.82	B	D
Alcosta Boulevard	AM	1H/4M	8,000	7,100	4,200	0.89	0.53	D	B	6,800	4,400	0.85	0.55	D	C
	PM		8,000	4,400	7,000	0.55	0.88	C	D	4,500	6,700	0.56	0.84	C	D
I-580 East of				EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
I-680	AM	5M/1A	11,000	4,200	10,400	0.38	0.95	B	E	4,200	10,600	0.38	0.96	B	E
	PM		11,000	6,900	6,300	0.63	0.57	C	C	7,000	6,500	0.64	0.59	C	C
Dougherty Road	AM	5M/1A	11,000	4,700	9,900	0.43	0.90	B	D	4,600	9,600	0.42	0.87	B	D
	PM		11,000	10,000	4,500	0.91	0.41	D	B	9,800	4,400	0.89	0.40	D	B
Hacienda Drive	AM	5M/1A	11,000	3,500	11,300	0.32	1.03	A	F	3,400	10,900	0.31	0.99	A	E
	PM		11,000	10,700	4,400	0.97	0.40	E	B	10,500	4,300	0.95	0.39	E	B

Notes:

1. Number of Lanes includes HOV (H), Mixed Flow (M), and Auxiliary (A) lanes.
2. Hourly Capacity equals 2,000 vehicles per hour per lane for mainline lanes, and 1,000 vph/lane for auxiliary lanes. HOV lanes are excluded.
3. Volume includes mixed flow lanes only. HOV volumes are excluded.
4. Level of Service based on 1985 Highway Capacity Manual for Basic Freeway sections.

Arterials

- *Bollinger Canyon Road* - Widen the north side of Bollinger Canyon Road by one lane to provide two exclusive lanes leading to the northbound I-680 on-ramp. The forecasted high p.m. peak hour volumes upstream of the Sunset Drive intersection (5,300 vehicles westbound) will require the additional lane for adequate operation at the intersection and to allow for safe merging maneuvers.
- *Crow Canyon Road* - Widen Crow Canyon Road by one additional travel lane to become a six-lane arterial between Dougherty Road and Tassajara Ranch Road. The need for this widening improvement and also improvements at study intersections along this portion of Crow Canyon Road may be reduced or alleviated if alternative circulation measures connecting the Dougherty and Tassajara Valleys are implemented.
- *Dublin Boulevard* - Extend Dublin Boulevard from the Southern Pacific Railroad right-of-way in Dublin to Airway Boulevard in Livermore. According to the No Project traffic forecasts, Dublin Boulevard should provide six-lanes between Dougherty Road and the Southern Pacific R.O.W., then eight-lanes between the Southern Pacific R.O.W. and Fallon Road, then six-lanes between Fallon Road and Airway Boulevard.
- *Fallon Road* - Extend and upgrade Fallon Road from I-580 to its intersection with Tassajara Road just south of the County line. According the No Project traffic forecasts, Fallon Road should be built as a six-lane arterial between I-580 and Tassajara Road.
- *Tassajara Road* - Widen Tassajara Road to a four-lane arterial between Fallon Road and Dublin Boulevard. Between Dublin Boulevard and I-580, widen Tassajara Road to a six-lane arterial with a new northbound overpass that provides three through lanes.

Intersections

In addition, as noted in the Traffic Impacts section, fourteen intersections are significantly impacted by the No Project scenario traffic forecasts during the a.m. or p.m. peak hours. Recommended improvements within the study area are identified in Table XVIII. In several cases, most notably in the East Dublin area, the study intersections are either not yet built, or are partially improved pending adjacent development. In these cases, the recommended improvements shown in Table XVIII are better referred to as revisions to the planned improvements rather than mitigations to fully improved facilities.

One study location was found to have unacceptable future peak hour conditions (below LOS D) even with the recommended mitigation measures. The intersection of Camino Ramon at Bollinger Canyon Road is expected to operate at LOS E in the p.m. peak hour with the recommended improvements shown in Table XVIII.

Project Mitigations

Several project mitigation measures were identified to provide for additional off-site street capacity, and to reduce the project demand for off-site automobile travel. The proposed on-site circulation plan provides for several important features that should be maintained to reduce automobile travel and to encourage bicycles and pedestrian travel. These features include:

- An integrated bicycle path and sidewalk plan along all arterial and collector streets.

- Park and ride lots at convenient intervals along Dougherty Road and Bollinger Canyon Road.
- Street cross-sections along Bollinger Canyon and portions of Dougherty Road that include right-of-way for a possible light rail transit extension.
- Plans to extend public transit service to provide alternative means of access within Dougherty Valley and to major off-site destinations.
- A transit center near the Village Center to encourage use of bus and/or rail facilities.

On-Site Mitigations

The on-site plans and policies for circulation and land use should be revised or amended to consider the following mitigation measures. Two of the mitigations relate to providing coordinated land use and transportation planning between the Dougherty Valley and the adjacent Tassajara Valley areas. Strategic planning of these two new areas together will help to lessen the demand for travel on existing roadways within the surrounding communities.

- Provide commercial and service facilities that will serve the Dougherty Valley and the neighboring communities.
- Provide information coordination services for alternative transportation including public transit, rail, and ridesharing. A Transportation Demand Management coordinator could be located in a small central office near the Village Center.
- Provide phased roadway improvements according to the Dougherty Valley Specific Plan to serve phased growth of the area.
- Plan for traffic signals at all study intersections on-site. This includes major intersections along Dougherty Road, Bollinger Canyon Road, and Windemere Parkway.

Arterials

The off-site mitigation measures include the following roadway improvements which are in addition to the proposed circulation plan. It will be important to assess the fair share portion of these roadway widening improvements for Dougherty Valley in the context of other planned growth in this area.

- *Crow Canyon Road* - Contribute to the improvement of Crow Canyon Road to a six-lane arterial between Dougherty Road and Tassajara Ranch Road.
- *Dougherty Road* - Contribute to the improvement of Dougherty Road to a six-lane arterial between the County line and Dublin Boulevard.
- *Tassajara Road* - Contribute to the improvement of Tassajara Road to a six-lane arterial between Fallon Road and Dublin Boulevard, and an eight-lane arterial between Dublin Boulevard and the I-580 WB ramps. The additional lane in each direction will be needed to carry 2010 traffic volumes from the project once Windemere Parkway is connected to Camino Tassajara.

Intersections

In addition, several intersection improvements are identified in XVIII that will provide adequate service to the Dougherty Valley project. As previously mentioned, these mitigations address the extra increment of capacity needed to serve project travel demands. In several cases, most notably in the East Dublin area, the study intersections are either not yet built, or are partially improved pending adjacent development. In these cases, the recommended improvements shown in Table XVIII are better referred to as revisions to the planned improvements rather than mitigations to fully improved facilities.

Unmitigatable Impacts

Several study intersections were found to have travel demands that exceed the minimum level of service even with feasible roadway improvements as described in this chapter. Each of the locations co-incidentally are on Routes of Regional Significance, and will require inclusion to the Action Plan under development by the Tri-Valley Transportation Council. The Action Plan needs to identify alternative means to reduce the travel demands by either improving transit service or reducing the intensity of land development in pending General Plan Amendment areas.

The locations that cannot meet the minimum LOS standards for one or more of the study scenarios include the following:

- Bollinger Canyon Road at I-680 Northbound Off-Ramp
- Bollinger Canyon Road at Camino Ramon
- Tassajara Road at Dublin Boulevard
- Hacienda Drive at Dublin Boulevard
- Dougherty Road at Dublin Boulevard

Table XVIII
Study Intersection Future Mitigations

Intersection		Scenario	AM		PM		Recommended Mitigation
ID	Location		V/C	LOS	V/C	LOS	
505	Camino Tassajara at Diablo Road	2000 NP (1)	0.74	C	0.66	B	(1) EB: widen/restripe to one right-turn lane and one through lane;
		2000 P (1)	0.73	C	0.66	B	
		2010 NP (1)	0.88	D	0.67	B	
		2010 P (1)	0.74	C	0.63	B	
		Cumul (1)	0.79	C	0.68	B	
506	Camino Tassajara at Sycamore Valley Road	2000 P (1)	0.81	D	0.72	C	(1) WB: widen/restripe to one right and two through lanes. (2) SB: restripe to one shared left/right and one left-turn lane.
		2010 NP (1)	0.81	C	0.88	D	
		2010 P (2)	0.79	C	0.78	C	
		Cumul (1,2)	0.83	D	0.81	D	
514	Alcosta Boulevard at Crow Canyon Road	2010 P (1)	0.84	D	0.85	D	(1) NB: revise signal control to overlap right-turns with EB left-turns.
		Cumul (1)	0.86	D	0.87	D	
515	Camino Ramon at Crow Canyon Road	Cumul (1)	0.78 0.80	C	0.80 0.84	C	(1) WB: restripe to shared right and through, two through and two left-turns.
521	Camino Ramon at Bollinger Canyon Road	2000 NP (1)	0.74	C	0.86	D	(1) SB: widen/restripe/change signal to two right-turn lanes overlapping with EB left; WB: widen/restripe to one right, three through and two left-turn lanes; EB: widen/restripe to one right, three through and two left-turn lanes. (2) NB: widen to add one right-turn lane.
		2000 P (1)	0.82	D	0.88	D	
		2010 NP (1)	0.84	D	0.98	E	
		2010 P (1,2)	0.90	D	0.99	E	
		Cumul (1,2)	0.91	E	0.97	E	
522	Alcosta Boulevard at Bollinger Canyon Road	2000 P (1)	0.80	C	0.86	D	(1) SB: widen/restripe to one right, two through and one left lane. NB: widen/restripe to one right, two through and one left lane. (2) WB: add one through lane; EB: widen/restripe to one right, three through and two left-turn lanes.
		2010 NP (1)	0.82	D	0.80	C	
		2010 P (1,2)	0.85	D	0.85	D	
		Cumul (1,2)	0.89	D	0.83	D	
564	Blackhawk Road at Camino Tassajara	2000 P (1)	0.79	C	0.77	C	(1) NB: add second left-turn lane; EB: restripe existing third through to exclusive right-turn. - (2) EB: add second right-turn lane. (3) SB: widen/restripe to add third through lane; (4) EB: widen/restripe to add third through and overlap right-turn with NB left.
		2010 NP (1,2)	0.86	D	0.87	D	
		2010 P (1,2,3)	0.84	D	0.81	D	
		Cumul (1,2,3,4)	0.87	D	0.89	D	

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

Table XVIII (cont'd)
Study Intersection Future Mitigations

Intersection		Scenario	AM		PM		Recommended Mitigation
ID	Location		V/C	LOS	V/C	LOS	
945	I-680 NB on-ramp at Sycamore Valley Road	2000 P (1) Cumul (1,2)	0.82 0.66	D B	0.83 0.79	D C	(1) NB: widen/restripe to one right, two through and one left-turn lane. (2) EB widen/restripe to add third through lane to Brookside Drive.
953	I-680 NB off-ramp at Bollinger Canyon Road	Cumul (1)	0.95 0.94	E	0.84 0.83	D	(1) NB: widen right turn radius, construct raised island to convert curb right-turn lane to a free right-turn lane; restripe 2nd right turn lane to stay under signal control. Modify signal control.
1369	Dougherty Road at Crow Canyon Road	2010 P (1) Cumul (1)	0.71 0.71	C C	0.75 0.80	C C	(1) NB: modify traffic signal to overlap right-turns with WB left-turns; EB: widen/restripe to one right and three through lanes.
1385	Sunset Drive at Bollinger Canyon Road	2000 NP (1) 2000 P (1) 2010 NP (1) 2010 P (1) Cumul (1)	0.82 0.87 0.82 0.87 0.86	D D D D D	0.77 0.78 0.87 0.90 0.89	C C D D D	(1) NB: restripe to one shared right-through lane and two left-turn lanes. SB: widen Bollinger Canyon Road between Sunset Drive and NB I-680 on-ramp to provide second exclusive northbound on-ramp. Convert existing dual right-turn lanes into single free flow right turn lane.
2201	Airway Boulevard at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.85 0.87 0.78	D D E	0.88 0.87 0.89	D D D	(1) EB: add third through lane. (2) WB: add third through lane; NB: add second right-turn lane; EB: add second right-turn lane.
2253	Village Parkway at I-680 NB off	2010 NP (1) 2010 P (1) Cumul (1)	0.61 0.61 0.81	B B D	0.72 0.88 0.86	C D D	(1) EB: restripe to one shared right and left and one exclusive left-turn lane.
2280	Dougherty Road at Amador Valley Road	2010 P (1) Cumul (1,2)	0.81 0.89	D D	0.78 0.83	C D	(1) SB: widen/restripe to one right and three through lanes; NB: add second left-turn lane. (2) EB: add second right-turn lane and signal overlap with NB left-turns.
2290	Dougherty Road at S.P. right-of-way	2010 P (1) Cumul (1)	0.45 0.61	A B	0.69 0.89	B D	(1) SB: add second left-turn lane; WB: add second right-turn lane.

Notes: P = Project, NP = No Project, Cumul = Cumulative

Table XVIII (cont'd)
Study Intersection Future Mitigations

Intersection		Scenario	AM		PM		Recommended Mitigation
ID	Location		V/C	LOS	V/C	LOS	
2291	Southern Pacific ROW at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.89 0.75 0.77	D C C	0.58 0.56 0.86	A A D	(1) SB: add second left-turn lane. (2) WB: add fourth through lane; EB: add second left-turn lane.
2307	Dougherty Road at Dublin Boulevard	2000 NP (1) 2000 P (1) 2010 NP (1,2) 2010 P (1,2,3) Cumul (1,2,3,4)	0.64 0.75 0.81 0.92 0.76	B C D E C	0.80 0.88 0.82 0.92 0.94	C D D E E	(1) WB: add second left-turn lane. (2) SB: add second left-turn lane. (3) SB: add fourth through lane; NB: widen/restripe to provide separate right-turn lane; (4) WB: restripe third through lane to make room for a second EB right-turn lane; EB: add second right-turn lane and overlap with NB left-turn.
2309	Hopyard Road at I-580 EB off	Cumul (1)	0.87	D	0.73	C	(1) SB: add third through lane. (Planned with new overpass construction).
2322	Tassajara Road at I-580 WB off	2010 P (1) Cumul (1)	0.54 0.66	A B	0.67 0.70	B B	(1) NB: add third through lane. Requires new overpass to I-580.
2323	Santa Rita Road at I-580 EB off	2000 NP (1) 2000 P (1,2) 2010 NP (1,2,3) 2010 P (1,2,3) Cumul (1,2,3)	0.54 0.54 0.70 0.72 0.80	A A B C C	0.87 0.86 0.87 0.82 0.85	D D D D D	(1) EB: add separate through lane. (2) SB: add second left-turn lane; (3) NB: add third through lane.
2383	Fallon Road at Dublin Extension	2010 NP (1) 2010 P (1,2) Cumul (1,2)	0.89 0.84 0.88	D D D	0.75 0.68 0.88	C B D	(1) SB: add separate right-turn lane; WB: add separate right-turn lane, and second left-turn lane; NB: add second left-turn lane. (2) SB: add third through lane and second left-turn lane. NB: add second right-turn, third through lane.

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

Table XVIII (cont'd)
Study Intersection Future Mitigations

Intersection		Scenario	AM		PM		Recommended Mitigation
ID	Location		V/C	LOS	V/C	LOS	
2384	Tassajara Road at Dublin Extension	2000 NP (1)	0.88	D	0.78	C	(1) WB: add third through lane and second left-turn lane; NB: add second left-turn lane; EB: add third through lane. (2) SB: add second right-turn lane and overlap with EB left-turns; WB: add fourth through lane; NB: add second right-turn lane. (3) NB: overlap right-turns with WB left-turns; EB: add second right-turn lane and overlap right-turns with NB left-turns. (4) SB: add second right-turn lane;
		2000 P (1)	0.81	D	0.80	C	
		2010 NP (1,2)	0.88	D	0.80	C	
		2010 P (1,2,3)	0.96	E	0.81	D	
		Cumul (1,2,3,4)	0.87	D	1.01	F	
2385	Hacienda Drive at Dublin Extension	2000 P (1)	0.86	D	0.87	D	(1) WB: add fourth through lane. (2) NB: restripe exclusive right-turn to free right-turn lane (Dublin Bl. east leg should have fourth lane to receive free right-turn); EB: widen/restripe to two right-turn, three through and one left-turn lanes and overlap right-turns with SB left-turns.
		2010 NP (1,2)	0.86	D	0.78	C	
		2010 P (1,2)	0.86	D	0.76	C	
		Cumul (1,2)	0.98	E	1.13	F	
2514	Tassajara Road at Fallon Extension	2010 NP (1)	0.85	D	0.59	A	(1) WB: add second left-turn lane; NB: widen/restripe to two right, two through and one left-turn lane. (2) SB: add third through lane; NB: add second two left-turn lane; (3) EB: restripe right-turn lane to free right-turn lane.
		2010 P (1,2)	0.80	C	0.54	C	
		Cumul (1,2,3)	0.89	D	0.80	C	

Notes: P = Project, NP = No Project, Cumul = Cumulative with Project

Study Participants and References

Study Participants

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Appendix D-2. Level of Service Definitions

Appendix A: Level of Service Definitions

DESCRIPTION OF CCTA SIGNALIZED INTERSECTION CAPACITY ANALYSIS METHODOLOGY

The CCTA intersection capacity analysis methodology is described in detail in the Technical Procedures Manual of the CCTA, January, 1991. It is identical to the Circular 212 Planning methodology except that the lane capacity has been increased from 1500 vph to between 1650 to 1800 vph based on saturation flow measurements taken at four intersections in Contra Costa County. (See following Table 9 from the Technical Procedures manual.)

On average, saturation flow rates for left turn lanes were over 10 percent lower than for through lanes. However, insufficient data was collected to provide statistical accuracy for the averages. Thus, saturation flow rates for through lanes are equal to those for turn lanes.

This methodology determines the critical movement for each phase of traffic. It then sums the critical volume-to-capacity ratio by phase to determine the intersection volume-to-capacity ratio. Circular 212, on the other hand, sums the critical movement volumes themselves and compares them to the total capacity of the intersection to determine, in effect, the V/C ratio of the intersection as a whole.

Right turn on red adjustments are accounted for as well as unequal distribution of turn volumes in double turn lanes. For more information, see Circular 212 and the CCTA Technical Procedures Manual.

The volume-to-capacity ratio is related to Level of Service. The following Table 1 depicts the relationship between the V/C ratio and Level of Service. An intersection operating at capacity would operate at LOS E. Level of Service F is not possible for existing conditions, but can be forecasted for future conditions when volume projections exceed existing capacities.

The intersection capacity work sheets use a code to identify different lane configurations. This nomenclature is described on the following Table 2.

TABLE 1

SUMMARY OF LEVELS OF SERVICE FOR INTERSECTIONS

<u>Level of Service</u>	<u>Type of Flow</u>	<u>Delay</u>	<u>Maneuverability</u>	<u>V/C Ratio¹</u>
A	Stable Flow	Very slight or no delay. If signalized, conditions are such that no approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.60
B	Stable Flow	Slight delay. If signalized, an occasional approach phase is fully utilized.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	0.61-0.70
C	Stable Flow	Acceptable delay. If signalized, a few drivers arriving at the end of a queue may occasionally have to wait through one signal cycle.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
D	Approaching Unstable Flow	Tolerable delay. Delays may be substantial during short periods, but excessive back-ups do not occur.	Maneuverability is severely limited during short periods due to temporary back-ups.	0.81-0.90
E	Unstable Flow	Intolerable delay. Delay may be great-up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.	0.91-1.00
F	Forced Flow	Excessive delay.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	Varies ¹

¹ In general, volume-to-capacity ratios cannot be greater than 1.00, unless the lane capacity assumptions are too low. Also, if future demand projections are considered for analytical purposes, a ratio greater than 1.00 might be obtained, indicating that the projected demand would exceed the capacity.

Table 2

Description of Lane Configuration Format

The number of lanes and the use of the lanes is denoted with a special nomenclature described below:

Lane Nomenclature

X.Y	Where	X	Denotes the total number of lanes available for a particular movement.
		Y	Denotes how the lanes are used.

When Y is The following applies:

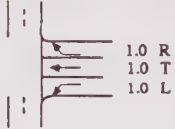
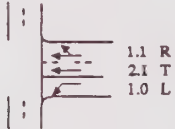
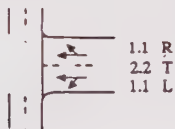

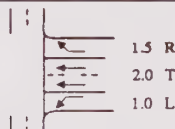
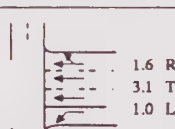

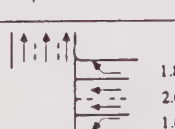
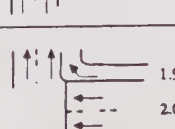
0		A lane used exclusively for a particular movement (i.e. exclusive left-turn lane).
1		A lane which is shared, that is, either of two different movements can be made from a particular lane (i.e. a lane which is shared by through and right-turn traffic).
2		Denotes two or more through lanes in which two lanes are shared, one with left-turn traffic, the other with right-turn traffic.
4		Denotes a right-turn movement from a wide outside lane where right-turn vehicles can bypass through traffic sharing the lane to make a right-turn on red.
5		Denotes a right-turn movement from an exclusive right-turn lane with a right-turn arrow and prohibition on the conflicting U-turn movement.
6		Denotes a right-turn movement from a shared lane with a right-turn arrow and prohibition on the conflicting U-turn movement.
7,8,9		Denotes a turning movement which has a separate lane to turn into, as shown below:
7		Turn lane which is shared with a through lane or left-turn lane and under signal control, and which has its own lane to turn into. There must be at least two through lanes.
8		Exclusive turn lane which is under signal control, and which has its own lane to turn into.
9		Exclusive turn lane not under signal control and which has an exclusive lane to turn into, often referred to as a "free" turn. Since the volumes in this lane do not conflict with other intersection movements, the V/C ratio of the free right-turn movement is not included in the sum of critical V/C ratios.

Table 9
Contra Costa County Growth Management Program
LEVEL OF SERVICE RANGES¹

LOS	V/C ²	MAXIMUM SUM OF CRITICAL VOLUMES		
		2-Phase	3-Phase	4+-Phase
A	≤ 0.60	1,080	1,030	990
B	0.61 - 0.70	1,260	1,200	1,160
C	0.71 - 0.80	1,440	1,380	1,320
D	0.81 - 0.90	1,620	1,550	1,490
E	0.91 - 1.00	1,800	1,720	1,650
F		-----Not Applicable-----		

¹ Modified Table 6, Circular 212

² V/C ratios are based on Circular 212 planning method. Therefore maximum sums of critical volumes do not match Table 6 in Circular 212.

Appendix D-3. Existing Intersection Conditions

Appendix B: Existing Intersection Conditions

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS
CONDITION : Existing (1990) Traffic

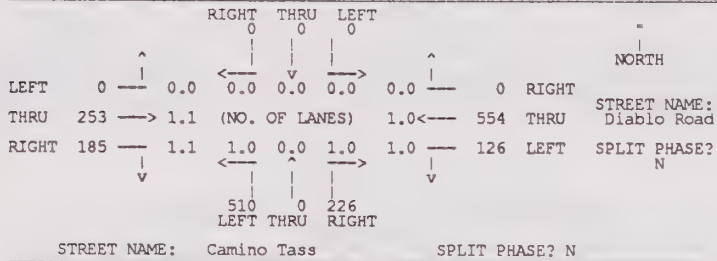
10/10/92
FILE 29133ext

INTERSECTION -----	N-S STREET -----	E-W STREET -----	AM PEAK		PM PEAK	
			V/C ---	LOS ---	V/C ---	LOS ---
505	Camino Tass	Diablo Road	0.62	B	0.83	D
506	Camino Tass	Sycamore Vall	0.41	A	0.35	A
514	Alcosta Blvd.	Crow Canyon	0.46	A	0.61	B
515	Camino Ramon	Crow Canyon	0.70	B	0.57	A
518	San Ramon Vly	Crow Canyon	0.47	A	0.75	C
521	Camino Ramon	Bollinger Cyn	0.57	A	0.44	A
522	Alcosta Blvd.	Bollinger Cyn	0.44	A	0.55	A
564	Blackhawk Rd.	Camino Tass.	0.36	A	0.37	A
942	I-680 NB Off	Diablo Road	0.61	B	0.59	A
943	I-680 SB Off	Diablo Road	0.55	A	0.40	A
945	I-680 NB On	Sycamore Vlly	0.53	A	0.45	A
947	I-680 SB off	Sycamore Vall	0.45	A	0.35	A
949	I-680 NB OFF	CROW CNYN RD.	0.54	A	0.34	A
951	I-680 SB OFF	CROW CNYN RD.	0.65	B	0.53	A
953	I-680 NB OFF	BOLLINGER CYN	0.77	C	0.56	A
955	I-680 SB OFF	BOLLINGER CYN	0.52	A	0.74	C
957	I-680 NB OFF	ALCOSTA BLVD.	0.67	B	0.65	B
958	I-680 SB OFF	ALCOSTA BLVD.	0.72	C	0.64	B
1361	Crow Cnyn Pl	Crow Canyon	0.33	A	0.53	A
1369	DOUGHERTY RD.	CROW CANYON	0.20	A	0.24	A
1385	Sunset	Bollinger	0.75	C	0.84	D
1416	Highland Road	Camino Tass.	0.19	A	0.17	A
2201	Airway	North Canyon	0.22	A	0.12	A
2264	Alcosta Blvd.	Old Ranch Rd.	0.28	A	0.35	A
2265	Dougherty Rd.	Old Ranch Rd.	0.25	A	0.19	A
2280	Dougherty	Amador Valley	0.55	A	0.44	A
2301	San Ramon	Dublin	0.49	A	0.87	D
2307	DOUGHERTY RD.	DUBLIN BLVD.	0.58	A	0.84	D
2308	DOUGHERTY RD.	I-580 WB OFF	0.56	A	0.57	A
2309	HOPYARD RD.	I-580 EB OFF	0.67	B	0.45	A
2322	TASSAJARA RD.	I-580 WB OFF	0.72	C	0.55	A
2323	SANTA RITA RD	I-580 EB OFF	0.96	E	0.88	D

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 505 Camino Tass and Diablo Road DANVILLE
 COUNT DATE/TIME: 11/14/90 7:00-9:00 AM PEAK HOUR: 8:00-9:00 AM
 CONDITION : AM Existing FILE 29133ext



3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	100 *	1720	0.0581	
LEFT (L)	510	510	1720	0.2965	0.2965
EB RIGHT (R)	185	185	1720	0.1076	
THRU (T)	253	253	1720	0.1471	
T + R		438	1720	0.2547	0.2547
WB THRU (T)	554	554	1720	0.3221	
LEFT (L)	126	126	1720	0.0733	0.0733
TOTAL VOLUME-TO-CAPACITY RATIO:					0.62
INTERSECTION LEVEL OF SERVICE:					B

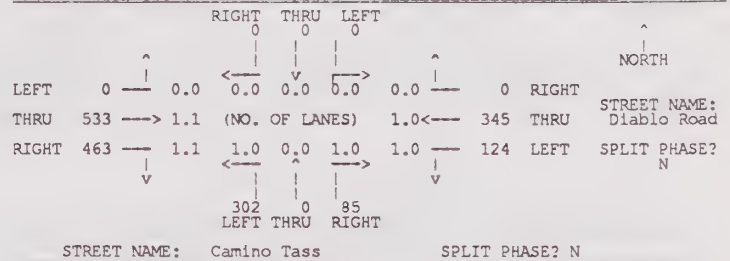
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 505 Camino Tass and Diablo Road DANVILLE
 COUNT DATE/TIME: 11/14/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	
LEFT (L)	302	302	1720	0.1756	0.1756
EB RIGHT (R)	463	463	1720	0.2692	
THRU (T)	533	533	1720	0.3099	
T + R		996	1720	0.5791	0.5791
WB THRU (T)	345	345	1720	0.2006	
LEFT (L)	124	124	1720	0.0721	0.0721
TOTAL VOLUME-TO-CAPACITY RATIO:					0.83
INTERSECTION LEVEL OF SERVICE:					D

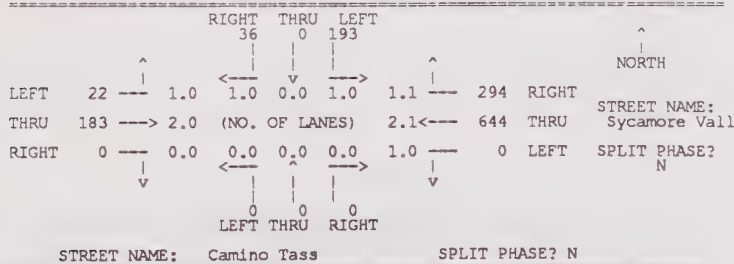
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 506 Camino Tass and Sycamore Vall DANVILLE
 COUNT DATE/TIME: 11/14/90 7:00-9:00 AM PEAK HOUR: 8:00-9:00 AM
 CONDITION : AM Existing FILE 29133ext



5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	36	14 *	1650	0.0085	
LEFT (L)	193	193	1650	0.1170	0.1170
EB THRU (T)	183	183	3300	0.0555	
LEFT (L)	22	22	1650	0.0133	0.0133
WB RIGHT (R)	294	294	1650	0.1782	
THRU (T)	644	644	3300	0.1952	
LEFT (L)	0	0	1650	0.0000	
T + R		938	3300	0.2842	0.2842
TOTAL VOLUME-TO-CAPACITY RATIO:					0.41
INTERSECTION LEVEL OF SERVICE:					A

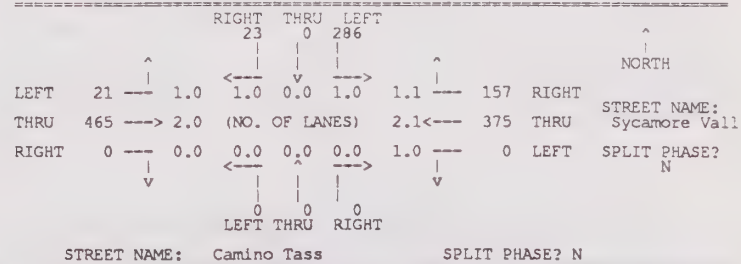
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 506 Camino Tass and Sycamore Vall DANVILLE
 COUNT DATE/TIME: 11/14/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	23	2 *	1650	0.0012	
LEFT (L)	286	286	1650	0.1733	0.1733
EB THRU (T)	465	465	3300	0.1409	
LEFT (L)	21	21	1650	0.0127	0.0127
WB RIGHT (R)	157	157	1650	0.0952	
THRU (T)	375	375	3300	0.1136	
LEFT (L)	0	0	1650	0.0000	
T + R		532	3300	0.1612	0.1612
TOTAL VOLUME-TO-CAPACITY RATIO:					0.35
INTERSECTION LEVEL OF SERVICE:					A

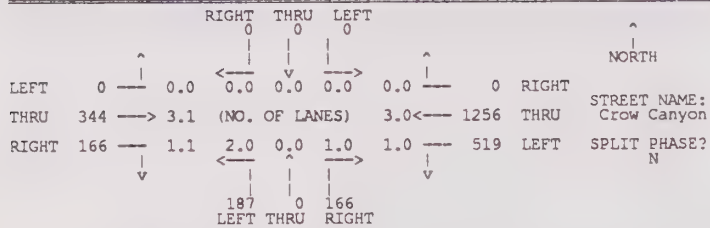
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Existing PEAK HOUR: FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	166	0 *	1720	0.0000	0.0598
LEFT (L)	187	187	3127	0.0598	
EB RIGHT (R)	166	166	1720	0.0965	0.0988
THRU (T)	344	344	5160	0.0667	
T + R		510	5160	0.0988	
WB THRU (T)	1256	1256	5160	0.2434	0.3017
LEFT (L)	519	519	1720	0.3017	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
 INTERSECTION LEVEL OF SERVICE: A

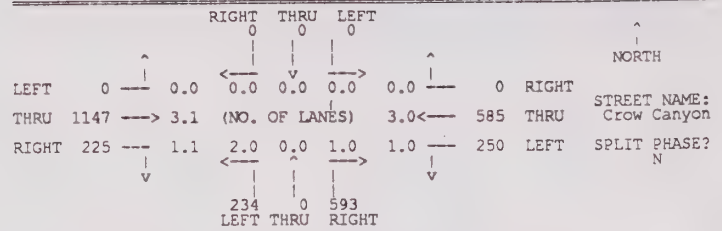
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: 11/13/90 4:00-6:00 PM PEAK HOUR: 5:00-6:00 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	593	343 *	1720	0.1994	0.1994
LEFT (L)	234	234	3127	0.0748	
EB RIGHT (R)	225	225	1720	0.1308	0.2659
THRU (T)	1147	1147	5160	0.2223	
T + R		1372	5160	0.2659	
WB THRU (T)	585	585	5160	0.1134	0.1453
LEFT (L)	250	250	1720	0.1453	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
 INTERSECTION LEVEL OF SERVICE: B

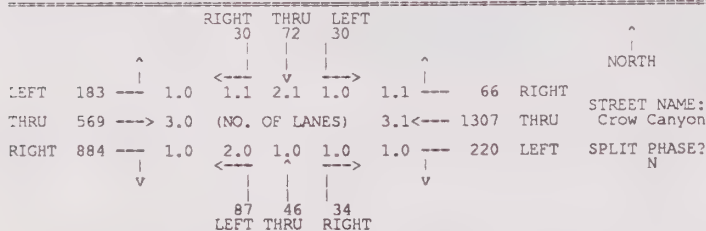
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 515 Camino Ramon and Crow Canyon San Ramon
 COUNT DATE/TIME: DKS PEAK HOUR: AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	34	0 *	1650	0.0000	0.0290
THRU (T)	46	46	1650	0.0279	
LEFT (L)	87	87	3000	0.0290	
SB RIGHT (R)	30	30	1650	0.0182	0.0309
THRU (T)	72	72	3300	0.0218	
LEFT (L)	30	30	1650	0.0182	
T + R		102	3300	0.0309	
EB RIGHT (R)	884	836 *	1650	0.5067	0.5067
THRU (T)	569	569	4950	0.1149	
LEFT (L)	183	183	1650	0.1109	
WB RIGHT (R)	66	66	1650	0.0400	0.1333
THRU (T)	1307	1307	4950	0.2640	
LEFT (L)	220	220	1650	0.1333	
T + R		1373	4950	0.2774	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
 INTERSECTION LEVEL OF SERVICE: B

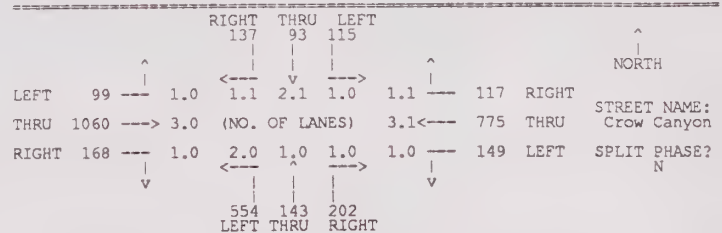
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 515 Camino Ramon and Crow Canyon San Ramon
 COUNT DATE/TIME: DKS PEAK HOUR: PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	202	53 *	1650	0.0321	0.1847
THRU (T)	143	143	1650	0.0867	
LEFT (L)	554	554	3000	0.1847	
SB RIGHT (R)	137	137	1650	0.0830	0.0830
THRU (T)	93	93	3300	0.0282	
LEFT (L)	115	115	1650	0.0697	
T + R		230	3300	0.0697	
EB RIGHT (R)	168	0 *	1650	0.0000	0.2141
THRU (T)	1060	1060	4950	0.2141	
LEFT (L)	99	99	1650	0.0600	
WB RIGHT (R)	117	117	1650	0.0709	0.0903
THRU (T)	775	775	4950	0.1566	
LEFT (L)	149	149	1650	0.0903	
T + R		892	4950	0.1802	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

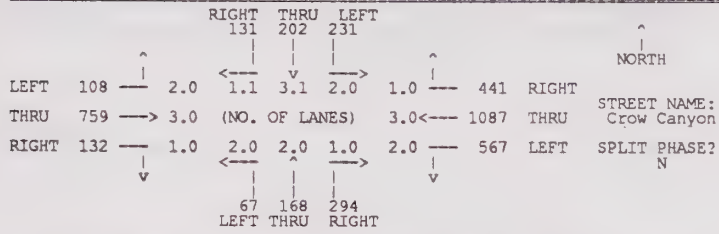
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 518 San Ramon Vly and Crow Canyon San Ramon
 COUNT DATE/TIME: DKS PEAK HOUR: AM FILE 29133ext
 CONDITION : AM Existing



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	294	0 *	1650	0.0000	
THRU (T)	168	168	3300	0.0509	0.0509
LEFT (L)	67	67	3000	0.0223	
SB RIGHT (R)	131	131	1650	0.0794	
THRU (T)	202	202	4950	0.0408	
LEFT (L)	231	231	3000	0.0770	0.0770
T + R		333	4950	0.0673	
EB RIGHT (R)	132	95 *	1650	0.0576	
THRU (T)	759	759	4950	0.1533	0.1533
LEFT (L)	108	108	3000	0.0360	
WB RIGHT (R)	441	314 *	1650	0.1903	
THRU (T)	1087	1087	4950	0.2196	
LEFT (L)	567	567	3000	0.1890	0.1890

TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
 INTERSECTION LEVEL OF SERVICE: A

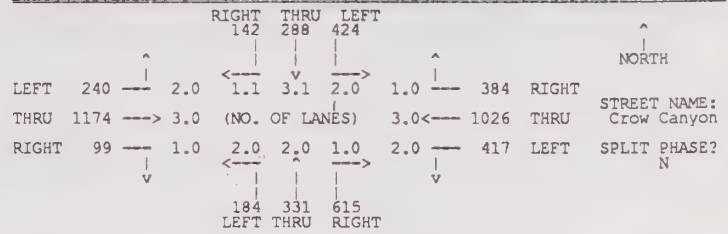
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 518 San Ramon Vly and Crow Canyon San Ramon
 COUNT DATE/TIME: DKS PEAK HOUR: PM FILE 29133ext
 CONDITION : PM Existing



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	615	386 *	1650	0.2339	0.2339
THRU (T)	331	331	3300	0.1003	
LEFT (L)	184	184	3000	0.0613	
SB RIGHT (R)	142	142	1650	0.0861	
THRU (T)	288	288	4950	0.0582	
LEFT (L)	424	424	3000	0.1413	0.1413
T + R		430	4950	0.0869	
EB RIGHT (R)	99	0 *	1650	0.0000	
THRU (T)	1174	1174	4950	0.2372	0.2372
LEFT (L)	240	240	3000	0.0800	
WB RIGHT (R)	384	151 *	1650	0.0915	
THRU (T)	1026	1026	4950	0.2073	
LEFT (L)	417	417	3000	0.1390	0.1390

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

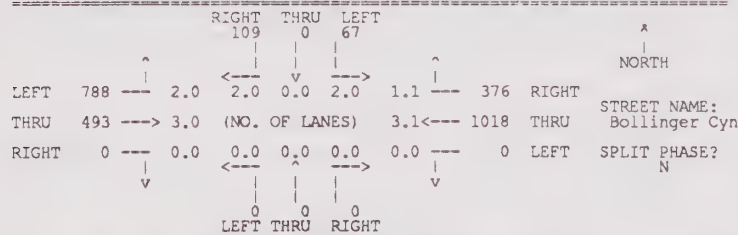
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn San Ramon
 COUNT DATE/TIME: AM Existing PEAK HOUR: FILE 29133ext
 CONDITION : AM Existing



STREET NAME: Camino Ramon SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	109	0 *	3000	0.0000	
LEFT (L)	67	67	3000	0.0223	0.0223
EB THRU (T)	493	493	4950	0.0996	
LEFT (L)	788	788	3000	0.2627	0.2627
WB RIGHT (R)	376	376	1650	0.2279	
THRU (T)	1018	1018	4950	0.2057	
T + R		1394	4950	0.2816	0.2816

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

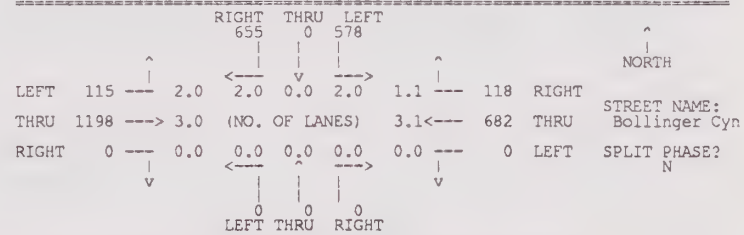
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn San Ramon
 COUNT DATE/TIME: PM Existing PEAK HOUR: FILE 29133ext
 CONDITION : PM Existing



STREET NAME: Camino Ramon SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	655	592 *	3000	0.1973	0.1973
LEFT (L)	578	578	3000	0.1927	
EB THRU (T)	1198	1198	4950	0.2420	0.2420
LEFT (L)	115	115	3000	0.0383	
WB RIGHT (R)	118	118	1650	0.0715	
THRU (T)	682	682	4950	0.1378	
T + R		800	4950	0.1616	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

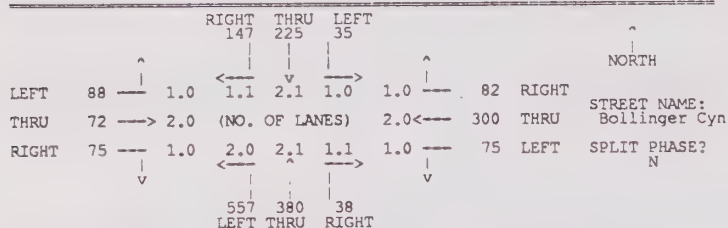
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: 11/01/90 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	38	38	1650	0.0230	
THRU (T)	380	380	3300	0.1152	
LEFT (L)	557	557	3000	0.1857	0.1857
T + R		418	3300	0.1267	
SB RIGHT (R)	147	147	1650	0.0891	
THRU (T)	225	225	3300	0.0682	
LEFT (L)	35	35	1650	0.0212	
T + R		372	3300	0.1127	0.1127
EB RIGHT (R)	75	0 *	1650	0.0000	
THRU (T)	72	72	3300	0.0218	
LEFT (L)	88	88	1650	0.0533	0.0533
WB RIGHT (R)	82	47 *	1650	0.0285	
THRU (T)	300	300	3300	0.0909	0.0909
LEFT (L)	75	75	1650	0.0455	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

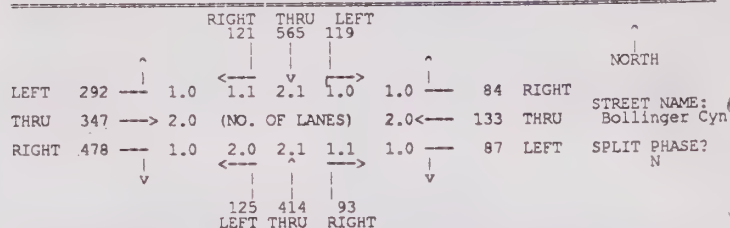
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: 11/01/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	93	93	1650	0.0564	
THRU (T)	414	414	3300	0.1255	
LEFT (L)	125	125	3000	0.0417	0.0417
T + R		507	3300	0.1536	
SB RIGHT (R)	121	121	1650	0.0733	
THRU (T)	565	565	3300	0.1712	
LEFT (L)	119	119	1650	0.0721	
T + R		686	3300	0.2079	0.2079
EB RIGHT (R)	478	409 *	1650	0.2479	0.2479
THRU (T)	347	347	3300	0.1052	
LEFT (L)	292	292	1650	0.1770	
WB RIGHT (R)	84	0 *	1650	0.0000	
THRU (T)	133	133	3300	0.0403	
LEFT (L)	87	87	1650	0.0527	0.0527

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

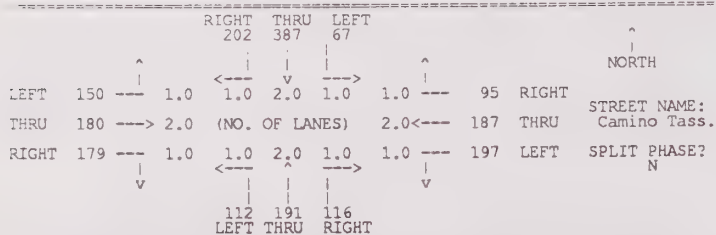
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: 12/05/90 7:00-9:00 AM PEAK HOUR: 7:45-8:45 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	116	0 *	1650	0.0000	
THRU (T)	191	191	3300	0.0579	
LEFT (L)	112	112	1650	0.0679	0.0679
SB RIGHT (R)	202	52 *	1650	0.0315	
THRU (T)	387	387	3300	0.1173	0.1173
LEFT (L)	67	67	1650	0.0406	
EB RIGHT (R)	179	67 *	1650	0.0406	
THRU (T)	180	180	3300	0.0545	0.0545
LEFT (L)	150	150	1650	0.0909	
WB RIGHT (R)	95	28 *	1650	0.0170	
THRU (T)	187	187	3300	0.0567	
LEFT (L)	197	197	1650	0.1194	0.1194

TOTAL VOLUME-TO-CAPACITY RATIO: 0.36
 INTERSECTION LEVEL OF SERVICE: A

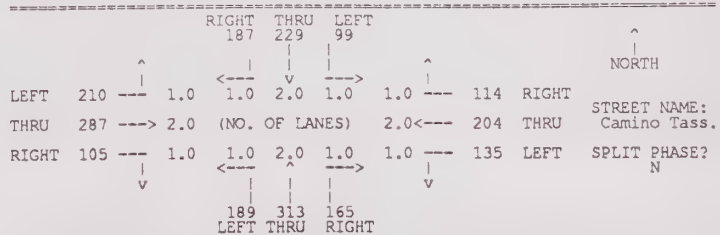
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: 12/04/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	165	30 *	1650	0.0182	
THRU (T)	313	313	3300	0.0948	
LEFT (L)	189	189	1650	0.1145	0.1145
SB RIGHT (R)	197	0 *	1650	0.0000	
THRU (T)	229	229	3300	0.0694	0.0694
LEFT (L)	99	99	1650	0.0600	
EB RIGHT (R)	105	0 *	1650	0.0000	
THRU (T)	287	287	3300	0.0870	
LEFT (L)	210	210	1650	0.1273	0.1273
WB RIGHT (R)	114	15 *	1650	0.0091	
THRU (T)	204	204	3300	0.0618	0.0618
LEFT (L)	135	135	1650	0.0818	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.37
 INTERSECTION LEVEL OF SERVICE: A

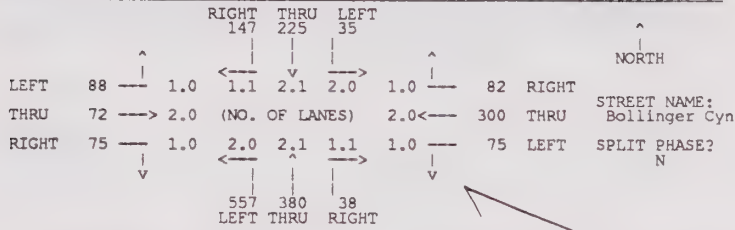
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: 11/01/90 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	38	38	1650	0.0230	
THRU (T)	380	380	3300	0.1152	
LEFT (L)	557	557	3000	0.1857	0.1857
T + R		418	3300	0.1267	
SB RIGHT (R)	147	147	1650	0.0891	
THRU (T)	225	225	3300	0.0682	
LEFT (L)	35	35	3000	0.0117	
T + R		372	3300	0.1127	0.1127
EB RIGHT (R)	75	0 *	1650	0.0000	
THRU (T)	72	72	3300	0.0218	
LEFT (L)	88	88	1650	0.0533	0.0533
WB RIGHT (R)	82	63 *	1650	0.0382	
THRU (T)	300	300	3300	0.0909	0.0909
LEFT (L)	75	75	1650	0.0455	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

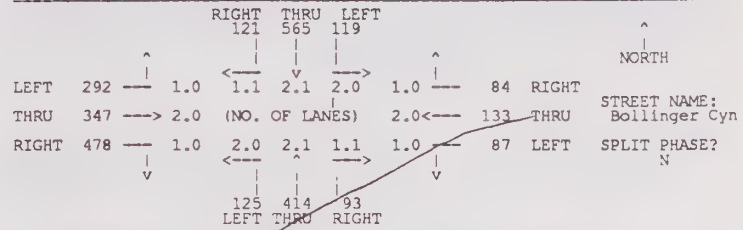
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: 11/01/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	93	93	1650	0.0564	
THRU (T)	414	414	3300	0.1255	
LEFT (L)	125	125	3000	0.0417	0.0417
T + R		507	3300	0.1536	
SB RIGHT (R)	121	121	1650	0.0733	
THRU (T)	565	565	3300	0.1712	
LEFT (L)	119	119	3000	0.0397	
T + R		686	3300	0.2079	0.2079
EB RIGHT (R)	478	409 *	1650	0.2479	0.2479
THRU (T)	347	347	3300	0.1052	
LEFT (L)	292	292	1650	0.1770	
WB RIGHT (R)	84	19 *	1650	0.0115	
THRU (T)	133	133	3300	0.0403	
LEFT (L)	87	87	1650	0.0527	0.0527

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

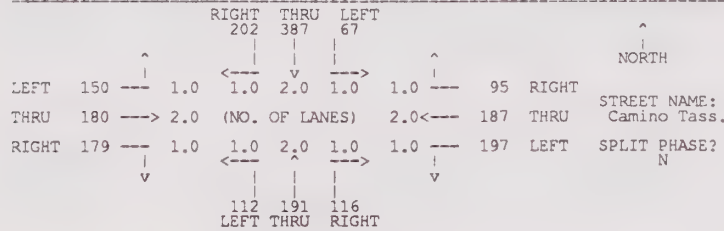
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: 12/05/90 7:00-9:00 AM PEAK HOUR: 7:45-8:45 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	116	0 *	1650	0.0000	
THRU (T)	191	191	3300	0.0579	
LEFT (L)	112	112	1650	0.0679	0.0679
SB RIGHT (R)	202	52 *	1650	0.0315	
THRU (T)	387	387	3300	0.1173	0.1173
LEFT (L)	67	67	1650	0.0406	
EB RIGHT (R)	179	67 *	1650	0.0406	
THRU (T)	180	180	3300	0.0545	0.0545
LEFT (L)	150	150	1650	0.0909	
WB RIGHT (R)	95	28 *	1650	0.0170	
THRU (T)	187	187	3300	0.0567	
LEFT (L)	197	197	1650	0.1194	0.1194

TOTAL VOLUME-TO-CAPACITY RATIO: 0.36
 INTERSECTION LEVEL OF SERVICE: A

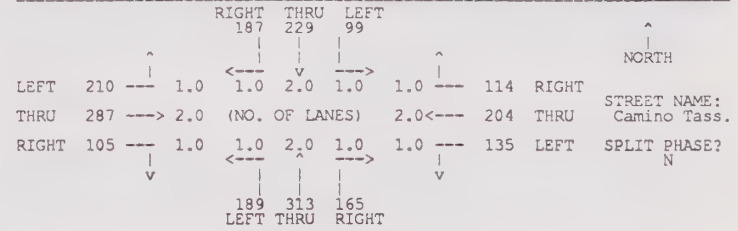
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: 12/04/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	165	30 *	1650	0.0182	
THRU (T)	313	313	3300	0.0948	
LEFT (L)	189	189	1650	0.1145	0.1145
SB RIGHT (R)	187	0 *	1650	0.0000	
THRU (T)	229	229	3300	0.0694	0.0694
LEFT (L)	99	99	1650	0.0600	
EB RIGHT (R)	105	0 *	1650	0.0000	
THRU (T)	287	287	3300	0.0870	
LEFT (L)	210	210	1650	0.1273	0.1273
WB RIGHT (R)	114	15 *	1650	0.0091	
THRU (T)	204	204	3300	0.0618	0.0618
LEFT (L)	135	135	1650	0.0818	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.37
 INTERSECTION LEVEL OF SERVICE: A

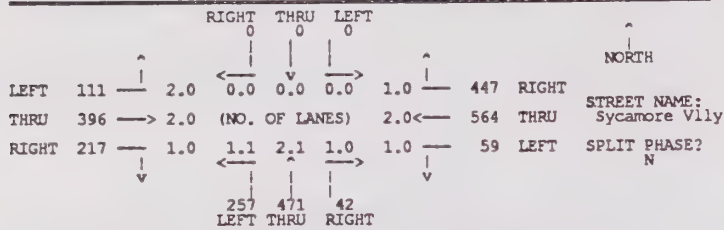
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	42	0 *	1650	0.0000	
THRU (T)	471	471	3300	0.1427	
LEFT (L)	257	257	1650	0.1558	
T + L		728	3300	0.2206	0.2206
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	396	396	3300	0.1200	
LEFT (L)	111	111	3000	0.0370	0.0370
WB RIGHT (R)	447	0 *\$	1650	0.0000	
THRU (T)	564	564	3300	0.1709	0.1709
LEFT (L)	59	59	1650	0.0358	

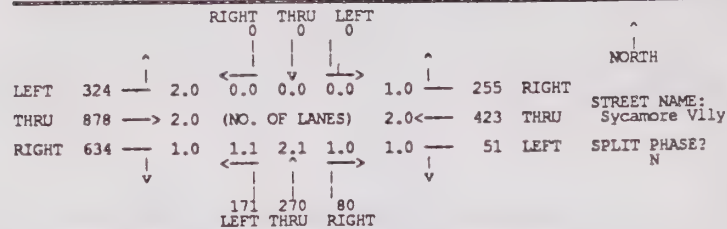
TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	80	29 *	1650	0.0176	
THRU (T)	270	270	3300	0.0818	
LEFT (L)	171	171	1650	0.1036	
T + L		441	3300	0.1336	0.1336
EB RIGHT (R)	634	463 *	1650	0.2806	0.2806
THRU (T)	878	878	3300	0.2661	
LEFT (L)	324	324	3000	0.1080	
WB RIGHT (R)	255	0 *\$	1650	0.0000	
THRU (T)	423	423	3300	0.1282	
LEFT (L)	51	51	1650	0.0309	0.0309

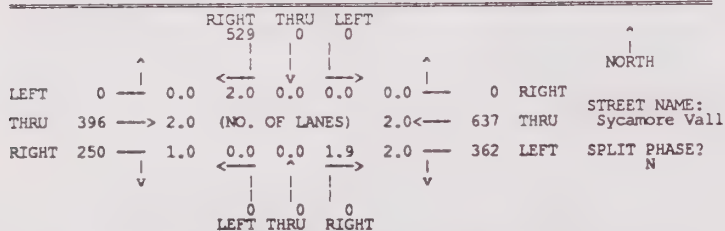
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 947 I-680 SB off and Sycamore Vall DANVILLE
 COUNT DATE/TIME: : AM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 SB off SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	
SB RIGHT (R)	529	0 *\$	3000	0.0000	
EB RIGHT (R)	250	0 *\$	1650	0.0000	
THRU (T)	396	396	3300	0.1200	0.1200
WB THRU (T)	637	637	3300	0.1930	
LEFT (L)	362	362	3000	0.1207	0.1207

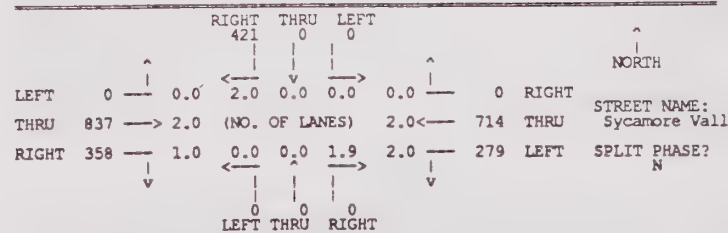
TOTAL VOLUME-TO-CAPACITY RATIO: 0.24
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 947 I-680 SB off and Sycamore Vall DANVILLE
 COUNT DATE/TIME: : PM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 SB off SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	
SB RIGHT (R)	421	0 *\$	3000	0.0000	
EB RIGHT (R)	358	0 *\$	1650	0.0000	
THRU (T)	837	837	3300	0.2536	0.2536
WB THRU (T)	714	714	3300	0.2164	
LEFT (L)	279	279	3000	0.0930	0.0930

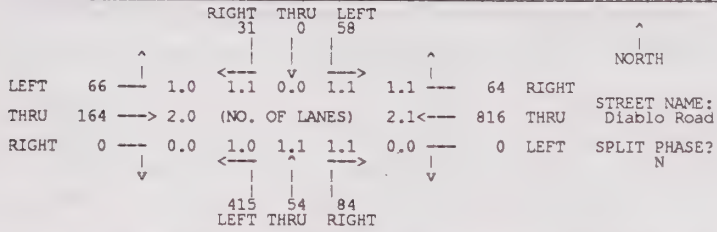
TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 942 I-680 NB Off and Diablo Road DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133ext
 CONDITION : AM Existing



STREET NAME: I-680 NB Off SPLIT PHASE? Y

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	84	84	1650	0.0509	
THRU (T)	54	54	1650	0.0327	
LEFT (L)	415	415	1650	0.2515	0.2515
T + R		138	1650	0.0836	
SB RIGHT (R)	31	31	1650	0.0188	
LEFT (L)	58	58	1650	0.0352	
T + R + L		89	1650	0.0539	0.0539
EB THRU (T)	164	164	3300	0.0497	
LEFT (L)	66	66	1650	0.0400	0.0400
WB RIGHT (R)	64	64	1650	0.0388	
THRU (T)	816	816	3300	0.2473	
T + R		880	3300	0.2667	0.2667

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
 INTERSECTION LEVEL OF SERVICE: B

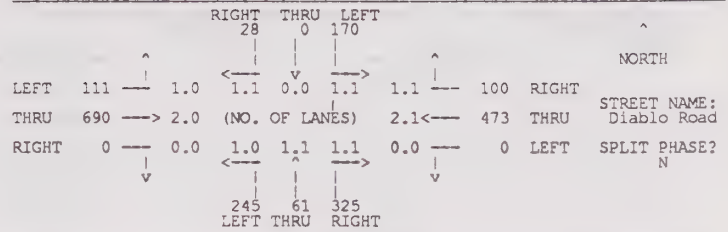
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 942 I-680 NB Off and Diablo Road DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133ext
 CONDITION : PM Existing



STREET NAME: I-680 NB Off SPLIT PHASE? Y

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	325	325	1650	0.1970	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	245	245	1650	0.1485	
T + R		386	1650	0.2339	0.2339
SB RIGHT (R)	28	28	1650	0.0170	
LEFT (L)	170	170	1650	0.1030	
T + R + L		198	1650	0.1200	0.1200
EB THRU (T)	690	690	3300	0.2091	
LEFT (L)	111	111	1650	0.0673	0.0673
WB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	473	473	3300	0.1433	
T + R		573	3300	0.1736	0.1736

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

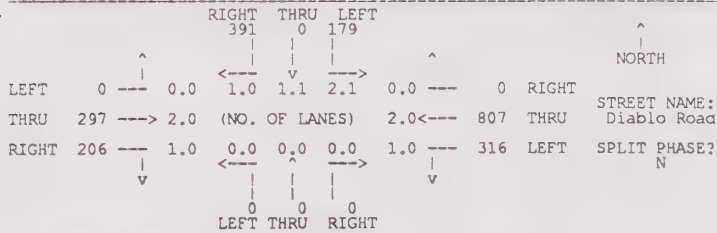
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 943 I-680 SB Off and Diablo Road DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133ext
 CONDITION : AM Existing



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	391	391	1650	0.2370	0.2370
THRU (T)	0	0	1650	0.0000	
LEFT (L)	179	179	3000	0.0597	
T + L		179	3000	0.0597	
EB RIGHT (R)	206	206	1650	0.1248	
THRU (T)	297	297	3300	0.0900	0.1248
WB THRU (T)	807	807	3300	0.2445	
LEFT (L)	316	316	1650	0.1915	0.1915

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

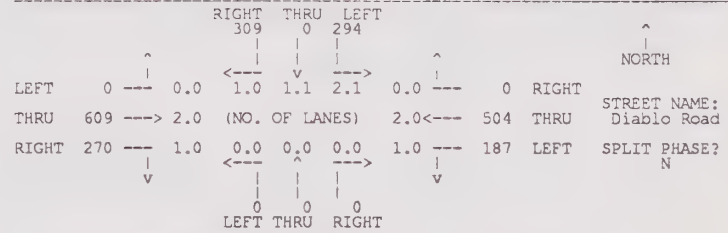
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 943 I-680 SB Off and Diablo Road DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133ext
 CONDITION : PM Existing



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	309	309	1650	0.1873	0.1873
THRU (T)	0	0	1650	0.0000	
LEFT (L)	294	294	3000	0.0980	
T + L		294	3000	0.0980	
EB RIGHT (R)	270	270	1650	0.1636	
THRU (T)	609	609	3300	0.1845	0.1845
WB THRU (T)	504	504	3300	0.1527	
LEFT (L)	187	187	1650	0.1133	0.1133

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

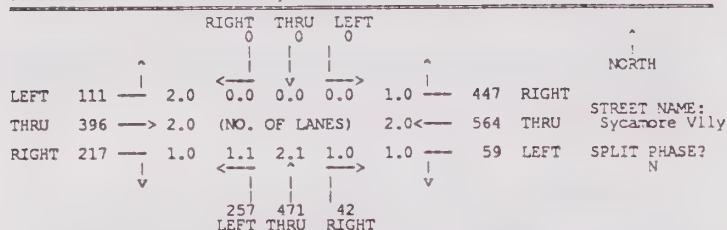
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE

COUNT DATE/TIME: : AM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	42	0 *	1650	0.0000	
THRU (T)	471	471	3300	0.1427	
LEFT (L)	257	257	1650	0.1558	
T + L		728	3300	0.2206	0.2206
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	396	396	3300	0.1200	
LEFT (L)	111	111	3000	0.0370	0.0370
WB RIGHT (R)	447	0 *S	1650	0.0000	
THRU (T)	564	564	3300	0.1709	0.1709
LEFT (L)	59	59	1650	0.0358	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

S SPECIAL ADJUSTMENT APPLIED

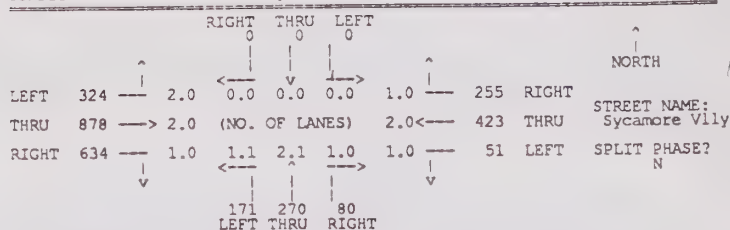
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE

COUNT DATE/TIME: : PM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	80	29 *	1650	0.0176	
THRU (T)	270	270	3300	0.0819	
LEFT (L)	171	171	1650	0.1036	
T + L		441	3300	0.1336	0.1336
EB RIGHT (R)	634	463 *	1650	0.2806	0.2806
THRU (T)	878	878	3300	0.2661	
LEFT (L)	324	324	3000	0.1080	
WB RIGHT (R)	255	0 *S	1650	0.0000	
THRU (T)	423	423	3300	0.1282	
LEFT (L)	51	51	1650	0.0309	0.0309

TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

S SPECIAL ADJUSTMENT APPLIED

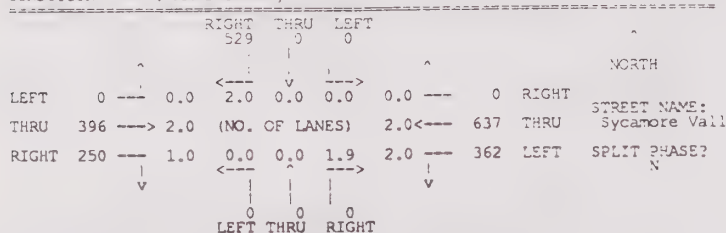
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 947 I-680 SB off and Sycamore Vail DANVILLE

COUNT DATE/TIME: : AM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 SB off SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	
SB RIGHT (R)	529	0 *S	3000	0.0000	
EB RIGHT (R)	250	0 *S	1650	0.0000	
THRU (T)	396	396	3300	0.1200	
WB THRU (T)	637	637	3300	0.1930	
LEFT (L)	362	362	3000	0.1207	0.1207

TOTAL VOLUME-TO-CAPACITY RATIO: 0.24
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

S SPECIAL ADJUSTMENT APPLIED

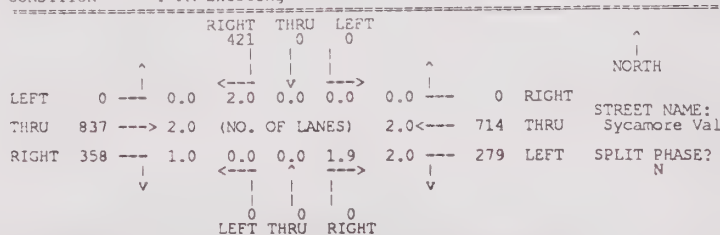
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/5/92

INTERSECTION 947 I-680 SB off and Sycamore Vail DANVILLE

COUNT DATE/TIME: : PM Existing PEAK HOUR: FILE 29133ext



STREET NAME: I-680 SB off SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	
SB RIGHT (R)	421	0 *S	3000	0.0000	
EB RIGHT (R)	358	0 *S	1650	0.0000	
THRU (T)	937	937	3300	0.2536	0.2536
WB THRU (T)	714	714	3300	0.2164	
LEFT (L)	279	279	3000	0.0930	0.0930

TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

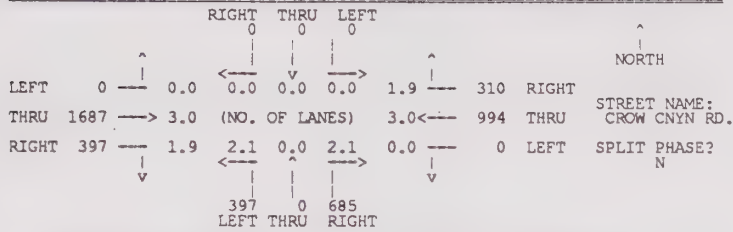
S SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 949 I-680 NB OFF and CROW CNYN RD. SAN RAMON
 COUNT DATE/TIME: 11/07/90 7:00-9:00 AM PEAK HOUR: 7:45-8:45 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: I-680 NB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	685	685	3273	0.2093	
NB LEFT (L)	397	397	3273	0.1213	
T + R + L		1082	4746	0.2280	0.2280
EB RIGHT (R)	397	397	1800	0.2206	
EB THRU (T)	1687	1687	5400	0.3124	0.3124
WB RIGHT (R)	310	310	1800	0.1722	
WB THRU (T)	994	994	5400	0.1841	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
 INTERSECTION LEVEL OF SERVICE: A

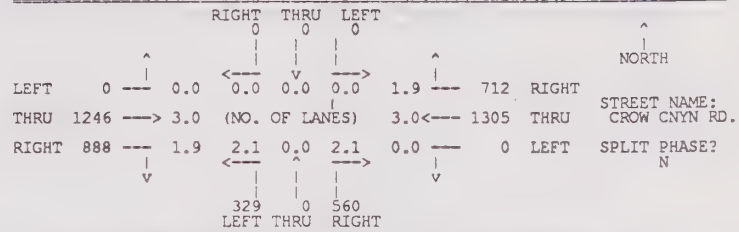
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 949 I-680 NB OFF and CROW CNYN RD. SAN RAMON
 COUNT DATE/TIME: 11/07/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: I-680 NB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	560	560	3273	0.1711	
NB LEFT (L)	329	329	3273	0.1005	
T + R + L		889	4746	0.1873	0.1873
EB RIGHT (R)	888	888	1800	0.4933	
EB THRU (T)	1246	1246	5400	0.2307	
WB RIGHT (R)	712	712	1800	0.3956	
WB THRU (T)	1305	1305	5400	0.2417	0.2417

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
 INTERSECTION LEVEL OF SERVICE: A

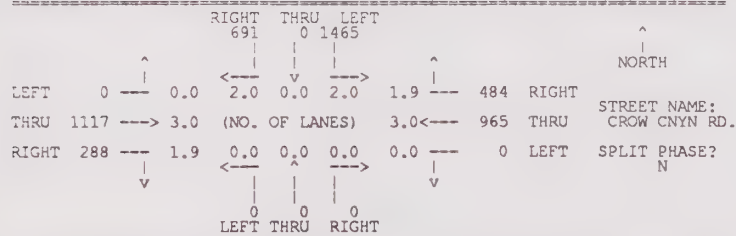
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 951 I-680 SB OFF and CROW CNYN RD. SAN RAMON
 COUNT DATE/TIME: 11/07/90 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: I-680 SB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	691	691	3273	0.2111	
SB LEFT (L)	1465	1465	3273	0.4476	0.4476
EB RIGHT (R)	288	288	1800	0.1600	
EB THRU (T)	1117	1117	5400	0.2069	0.2069
WB RIGHT (R)	484	484	1800	0.2689	
WB THRU (T)	965	965	5400	0.1787	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B

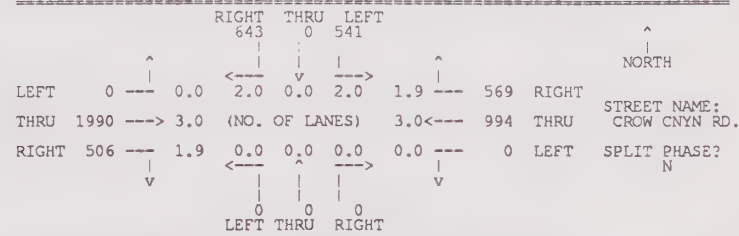
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 951 I-680 SB OFF and CROW CNYN RD. SAN RAMON
 COUNT DATE/TIME: 11/07/90 4:00-6:00 PM PEAK HOUR: 5:00-6:00 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: I-680 SB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	643	643	3273	0.1965	
SB LEFT (L)	541	541	3273	0.1653	0.1965
EB RIGHT (R)	506	506	1800	0.2811	
EB THRU (T)	1990	1990	5400	0.3685	0.3685
WB RIGHT (R)	569	569	1800	0.3161	
WB THRU (T)	994	994	5400	0.1841	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

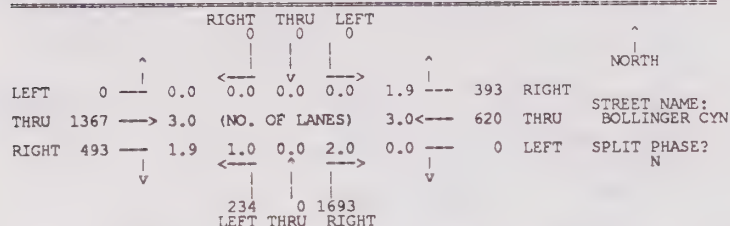
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 953 I-680 NB OFF and BOLLINGER CYN SAN RAMON
 COUNT DATE/TIME: 11/13/90 7:00-9:00 AM PEAK HOUR: AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: I-680 NB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1693	1693	3273	0.5173	0.5173
LEFT (L)	234	234	1800	0.1300	
EB RIGHT (R)	493	493	1800	0.2739	
THRU (T)	1367	1367	5400	0.2531	0.2531
WB RIGHT (R)	393	393	1800	0.2183	
THRU (T)	620	620	5400	0.1148	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
 INTERSECTION LEVEL OF SERVICE: C

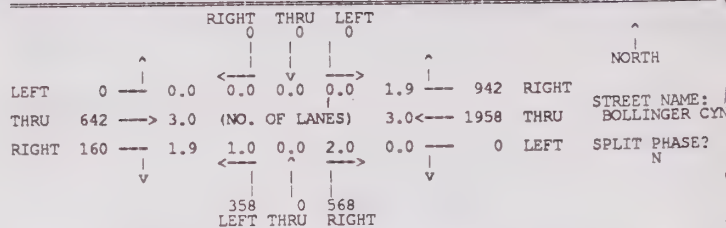
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 953 I-680 NB OFF and BOLLINGER CYN SAN RAMON
 COUNT DATE/TIME: 11/13/90 4:00-6:00 PM PEAK HOUR: PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: I-680 NB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	568	568	3273	0.1735	
LEFT (L)	358	358	1800	0.1989	0.1989
EB RIGHT (R)	160	160	1800	0.0889	
THRU (T)	642	642	5400	0.1189	
WB RIGHT (R)	942	942	1800	0.5233	
THRU (T)	1958	1958	5400	0.3626	0.3626

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
 INTERSECTION LEVEL OF SERVICE: A

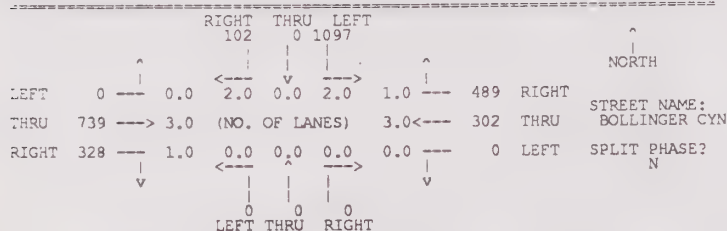
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 955 I-680 SB OFF and BOLLINGER CYN SAN RAMON
 COUNT DATE/TIME: 11/13/90 7:00-9:00 AM PEAK HOUR: AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: I-680 SB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	102	102	3273	0.0312	
LEFT (L)	1097	1097	3273	0.3352	0.3352
EB RIGHT (R)	328	328	1800	0.1822	
THRU (T)	739	739	5400	0.1369	0.1822
WB RIGHT (R)	489	0 *	1800	0.0000	
THRU (T)	302	302	5400	0.0559	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
 INTERSECTION LEVEL OF SERVICE: A

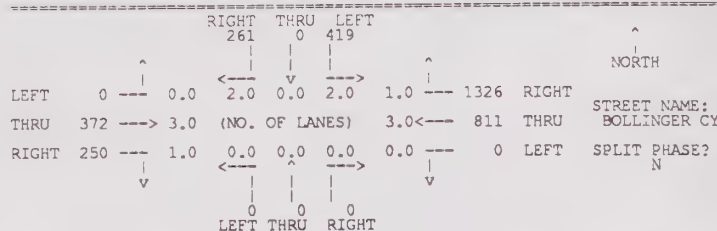
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 955 I-680 SB OFF and BOLLINGER CYN SAN RAMON
 COUNT DATE/TIME: 11/13/90 4:00-6:00 PM PEAK HOUR: PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: I-680 SB OFF SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	261	261	3273	0.0797	
LEFT (L)	419	419	3273	0.1280	0.1280
EB RIGHT (R)	250	250	1800	0.1389	
THRU (T)	372	372	5400	0.0689	
WB RIGHT (R)	1326	1096 *	1800	0.6089	0.6089
THRU (T)	811	811	5400	0.1502	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
 INTERSECTION LEVEL OF SERVICE: C

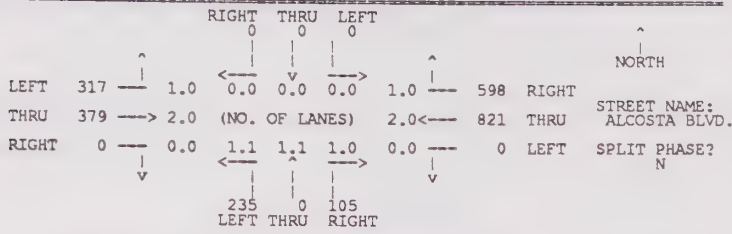
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 957 I-680 NB OFF and ALCOSTA BLVD. SAN RAMON
 COUNT DATE/TIME: 11/01/90 7:00-9:00 AM PEAK HOUR: AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: I-680 NB OFF SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	105	105	1720	0.0610	
THRU (T)	0	0	1720	0.0000	
LEFT (L)	235	235	1720	0.1366	0.1366
T + L		235	1720	0.1366	
EB THRU (T)	379	379	3440	0.1102	
LEFT (L)	317	317	1720	0.1843	0.1843
WB RIGHT (R)	598	598	1720	0.3477	0.3477
THRU (T)	821	821	3440	0.2387	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.67 B

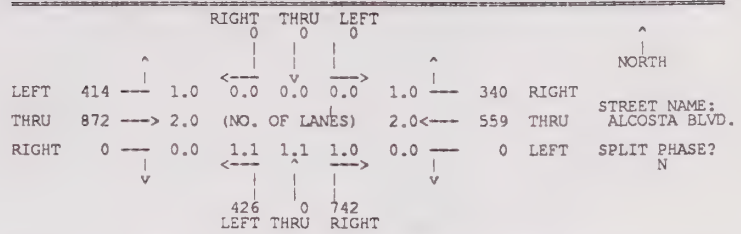
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 957 I-680 NB OFF and ALCOSTA BLVD. SAN RAMON
 COUNT DATE/TIME: 11/01/90 4:00-6:00 PM PEAK HOUR: PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: I-680 NB OFF SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	742	742	1720	0.4314	0.4314
THRU (T)	0	0	1720	0.0000	
LEFT (L)	426	426	1720	0.2477	
T + L		426	1720	0.2477	
EB THRU (T)	872	872	3440	0.2535	
LEFT (L)	414	414	1720	0.2407	0.2407
WB RIGHT (R)	340	340	1720	0.1977	0.1977
THRU (T)	559	559	3440	0.1625	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.87 D

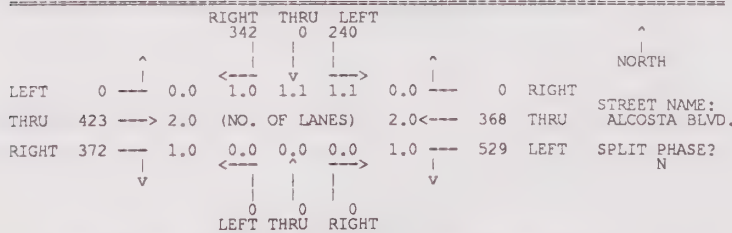
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 958 I-680 SB OFF and ALCOSTA BLVD. SAN RAMON
 COUNT DATE/TIME: 11/01/90 7:00-9:00 AM PEAK HOUR: AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: I-680 SB OFF SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	342	342	1720	0.1988	0.1988
THRU (T)	0	0	1720	0.0000	
LEFT (L)	240	240	1720	0.1395	
T + L		240	1720	0.1395	
EB RIGHT (R)	372	372	1720	0.2163	
THRU (T)	423	423	3440	0.1230	0.2163
WB THRU (T)	368	368	3440	0.1070	
LEFT (L)	529	529	1720	0.3076	0.3076

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.72 C

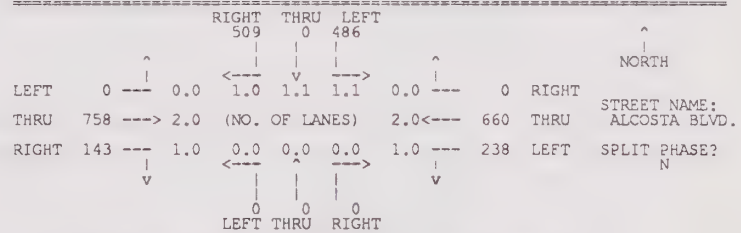
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 958 I-680 SB OFF and ALCOSTA BLVD. SAN RAMON
 COUNT DATE/TIME: 11/01/90 4:00-6:00 PM PEAK HOUR: PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: I-680 SB OFF SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	509	509	1720	0.2959	0.2959
THRU (T)	0	0	1720	0.0000	
LEFT (L)	486	486	1720	0.2826	
T + L		486	1720	0.2826	
EB RIGHT (R)	143	143	1720	0.0831	
THRU (T)	758	758	3440	0.2203	0.2203
WB THRU (T)	660	660	3440	0.1919	
LEFT (L)	238	238	1720	0.1384	0.1384

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.65 B

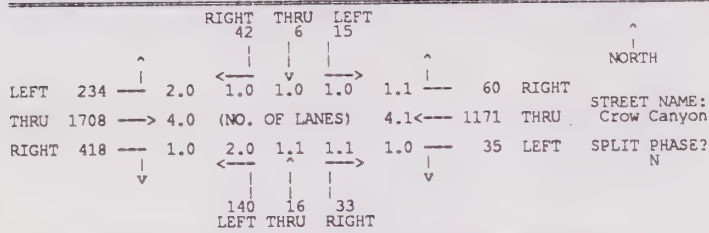
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1361 Crow Cnyn Pl and Crow Canyon San Ramon
 COUNT DATE/TIME: 3/14/89 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Crow Cnyn Pl SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	33	33	1650	0.0200	
THRU (T)	16	16	1650	0.0097	
LEFT (L)	140	140	3000	0.0467	0.0467
T + R		49	1650	0.0297	
SB RIGHT (R)	42	0 *	1650	0.0000	
THRU (T)	6	6	1650	0.0036	0.0036
LEFT (L)	15	15	1650	0.0091	
EB RIGHT (R)	418	341 *	1650	0.2067	
THRU (T)	1708	1708	6600	0.2588	0.2588
LEFT (L)	234	234	3000	0.0780	
WB RIGHT (R)	60	60	1650	0.0364	
THRU (T)	1171	1171	6600	0.1774	
LEFT (L)	35	35	1650	0.0212	0.0212
T + R		1231	6600	0.1865	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.33
 INTERSECTION LEVEL OF SERVICE: A

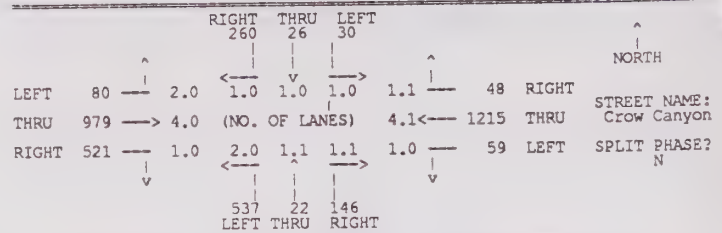
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1361 Crow Cnyn Pl and Crow Canyon San Ramon
 COUNT DATE/TIME: 3/13/89 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Crow Cnyn Pl SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	146	146	1650	0.0885	
THRU (T)	22	22	1650	0.0133	
LEFT (L)	537	537	3000	0.1790	0.1790
T + R		168	1650	0.1018	
SB RIGHT (R)	260	216 *	1650	0.1309	0.1309
THRU (T)	26	26	1650	0.0158	
LEFT (L)	30	30	1650	0.0182	
EB RIGHT (R)	521	226 *	1650	0.1370	
THRU (T)	979	979	6600	0.1483	
LEFT (L)	80	80	3000	0.0267	0.0267
WB RIGHT (R)	48	48	1650	0.0291	
THRU (T)	1215	1215	6600	0.1841	
LEFT (L)	59	59	1650	0.0358	
T + R		1263	6600	0.1914	0.1914

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
 INTERSECTION LEVEL OF SERVICE: A

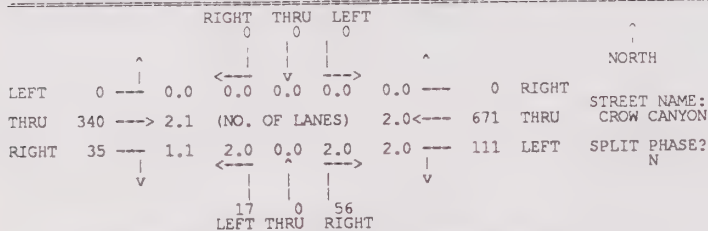
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1369 DOUGHERTY RD. and CROW CANYON SAN RAMON
 COUNT DATE/TIME: 05/22/91 7:00-9:00 AM PEAK HOUR: 7:30-8:30 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: DOUGHERTY RD. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	56	17 *	3127	0.0000	
LEFT (L)	17	17	3127	0.0054	0.0054
EB RIGHT (R)	35	35	1720	0.0203	
THRU (T)	340	340	3440	0.0988	
T + R		375	3440	0.1090	
WB THRU (T)	671	671	3440	0.1951	0.1951
LEFT (L)	111	111	3127	0.0355	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.20
 INTERSECTION LEVEL OF SERVICE: A

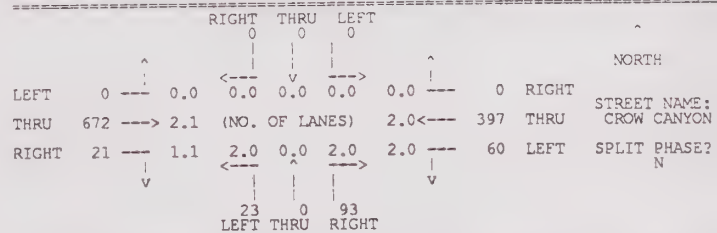
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1369 DOUGHERTY RD. and CROW CANYON SAN RAMON
 COUNT DATE/TIME: 05/22/91 4:00-6:00 PM PEAK HOUR: 5:00-6:00 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: DOUGHERTY RD. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	93	60 *	3127	0.0192	0.0192
LEFT (L)	23	23	3127	0.0074	
EB RIGHT (R)	21	21	1720	0.0122	
THRU (T)	672	672	3440	0.1953	
T + R		693	3440	0.2015	0.2015
WB THRU (T)	397	397	3440	0.1154	
LEFT (L)	60	60	3127	0.0192	0.0192

TOTAL VOLUME-TO-CAPACITY RATIO: 0.24
 INTERSECTION LEVEL OF SERVICE: A

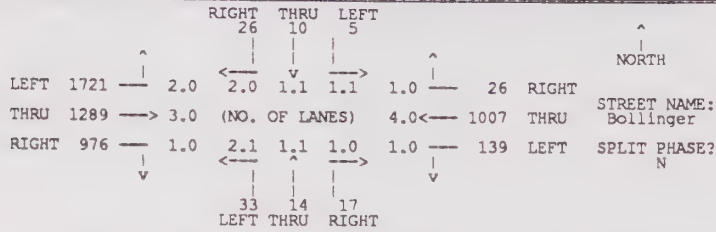
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1385 Sunset and Bollinger San Ramon
 COUNT DATE/TIME: DKS PEAK HOUR: AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Sunset SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	0 *	1650	0.0000	
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + L		47	3000	0.0157	0.0157
SB RIGHT (R)	26	0 *	3000	0.0000	
THRU (T)	10	10	1650	0.0061	
LEFT (L)	5	5	1650	0.0030	
T + L		15	1650	0.0091	0.0091
EB RIGHT (R)	976	958 *	1650	0.5806	
THRU (T)	1289	1289	4950	0.2604	
LEFT (L)	1721	1721	3000	0.5737	0.5737
WB RIGHT (R)	26	21 *	1650	0.0127	
THRU (T)	1007	1007	6600	0.1526	
LEFT (L)	139	139	1650	0.0842	0.1526

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

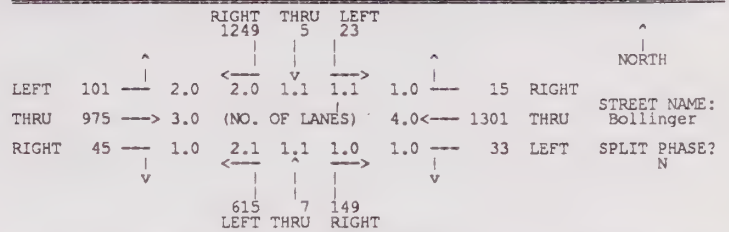
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1385 Sunset and Bollinger San Ramon
 COUNT DATE/TIME: DKS PEAK HOUR: PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Sunset SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	149	116 *	1650	0.0703	
THRU (T)	7	7	1650	0.0042	
LEFT (L)	615	615	3000	0.2050	
T + L		622	3000	0.2073	0.2073
SB RIGHT (R)	1249	1193 *	3000	0.3977	
THRU (T)	5	5	1650	0.0030	
LEFT (L)	23	23	1650	0.0139	
T + L		28	1650	0.0170	
EB RIGHT (R)	45	0 *	1650	0.0000	
THRU (T)	975	975	4950	0.1970	
LEFT (L)	101	101	3000	0.0337	0.0337
WB RIGHT (R)	15	0 *	1650	0.0000	
THRU (T)	1301	1301	6600	0.1971	
LEFT (L)	33	33	1650	0.0200	0.1971

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

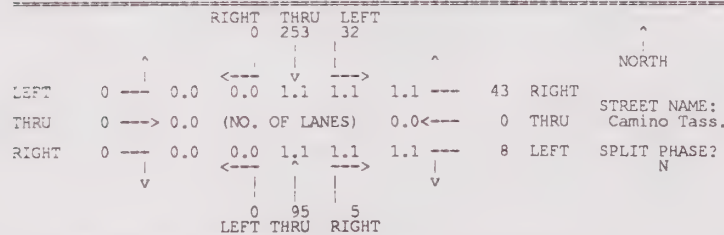
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1416 Highland Road and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Existing PEAK HOUR: FILE 29133ext



STREET NAME: Highland Road SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	5	1800	0.0028	
THRU (T)	95	95	1800	0.0528	
T + R		100	1800	0.0556	
SB THRU (T)	253	253	1800	0.1406	
LEFT (L)	32	32	1800	0.0178	
T + L		285	1800	0.1583	0.1583
WB RIGHT (R)	43	43	1800	0.0239	
LEFT (L)	8	8	1800	0.0044	
T + R + L		51	1800	0.0283	0.0283

TOTAL VOLUME-TO-CAPACITY RATIO: 0.19
 INTERSECTION LEVEL OF SERVICE: A

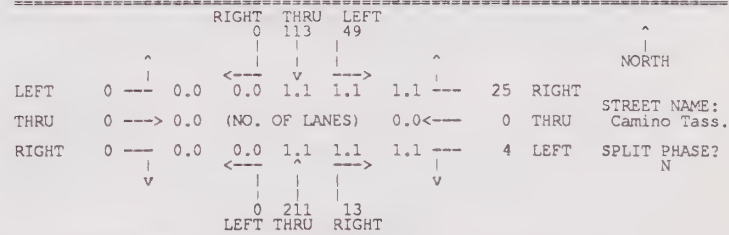
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 1416 Highland Road and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Existing PEAK HOUR: FILE 29133ext



STREET NAME: Highland Road SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	13	13	1800	0.0072	
THRU (T)	211	211	1800	0.1172	
T + R		224	1800	0.1244	0.1244
SB THRU (T)	113	113	1800	0.0628	
LEFT (L)	49	49	1800	0.0272	
T + L		162	1800	0.0900	0.0272
WB RIGHT (R)	25	25	1800	0.0139	
LEFT (L)	4	4	1800	0.0022	
T + R + L		29	1800	0.0161	0.0161

TOTAL VOLUME-TO-CAPACITY RATIO: 0.17
 INTERSECTION LEVEL OF SERVICE: A

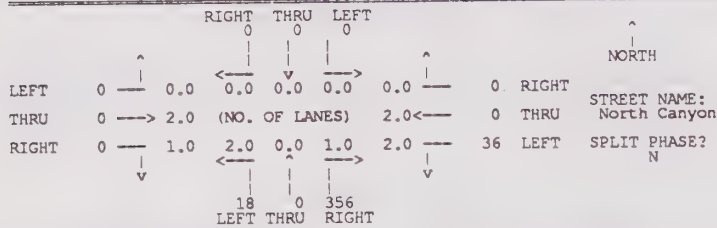
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2201 Airway and North Canyon Livermore
 COUNT DATE/TIME: 7/20/90 7:00-9:00 AM PEAK HOUR: 7:30-8:30 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Airway SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	356	336 *	1650	0.2036	0.2036
LEFT (L)	18	18	3000	0.0060	
EB RIGHT (R)	0	0	1650	0.0000	0.0000
THRU (T)	0	0	3300	0.0000	
WB THRU (T)	0	0	3300	0.0000	0.0120
LEFT (L)	36	36	3000	0.0120	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.22
 INTERSECTION LEVEL OF SERVICE: A

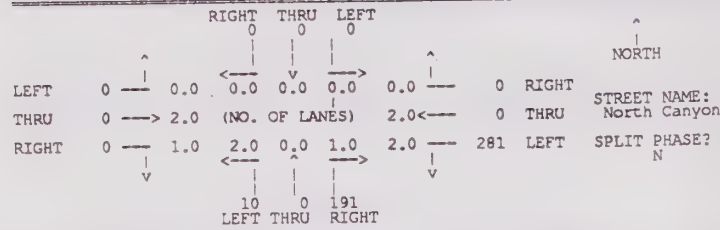
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2201 Airway and North Canyon Livermore
 COUNT DATE/TIME: 7/23/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Airway SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	191	36 *	1650	0.0218	0.0218
LEFT (L)	10	10	3000	0.0033	
EB RIGHT (R)	0	0	1650	0.0000	0.0000
THRU (T)	0	0	3300	0.0000	
WB THRU (T)	0	0	3300	0.0000	0.0937
LEFT (L)	281	281	3000	0.0937	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
 INTERSECTION LEVEL OF SERVICE: A

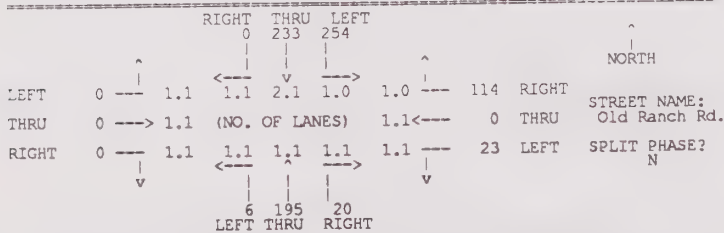
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Existing PEAK HOUR: FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	20	20	1800	0.0111	
THRU (T)	195	195	1800	0.1083	
LEFT (L)	6	6	1800	0.0033	
T + R		215	1800	0.1194	
T + L		201	1800	0.1117	
T + R + L		221	1800	0.1228	0.1228
SB RIGHT (R)	0	0	1800	0.0000	
THRU (T)	233	233	3600	0.0647	
LEFT (L)	254	254	1800	0.1411	0.1411
T + R		233	3600	0.0647	
EB RIGHT (R)	0	0	1800	0.0000	0.0000
THRU (T)	0	0	1800	0.0000	
LEFT (L)	0	0	1800	0.0000	
T + R		0	1800	0.0000	
T + L		0	1800	0.0000	
T + R + L		0	1800	0.0000	
WB RIGHT (R)	14	0 *	1800	0.0000	
THRU (T)	0	0	1800	0.0000	
LEFT (L)	23	23	1800	0.0128	0.0128
T + L		23	1800	0.0128	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.28
 INTERSECTION LEVEL OF SERVICE: A

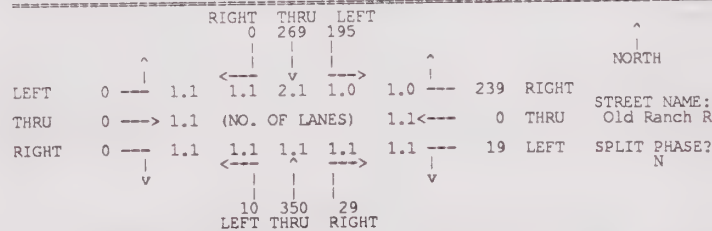
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Existing PEAK HOUR: FILE 29133ext



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	29	29	1800	0.0161	
THRU (T)	350	350	1800	0.1944	
LEFT (L)	10	10	1800	0.0056	
T + R		379	1800	0.2106	
T + L		360	1800	0.2000	
T + R + L		389	1800	0.2161	0.2161
SB RIGHT (R)	0	0	1800	0.0000	
THRU (T)	269	269	3600	0.0747	
LEFT (L)	195	195	1800	0.1083	0.1083
T + R		269	3600	0.0747	
EB RIGHT (R)	0	0	1800	0.0000	
THRU (T)	0	0	1800	0.0000	
LEFT (L)	0	0	1800	0.0000	0.0000
T + R		0	1800	0.0000	
T + L		0	1800	0.0000	
T + R + L		0	1800	0.0000	
WB RIGHT (R)	239	44 *	1800	0.0244	0.0244
THRU (T)	0	0	1800	0.0000	
LEFT (L)	19	19	1800	0.0106	
T + L		19	1800	0.0106	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
 INTERSECTION LEVEL OF SERVICE: A

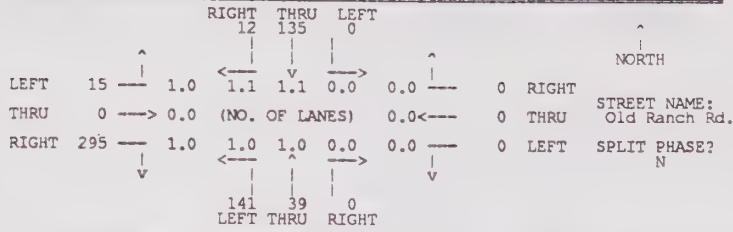
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Existing PEAK HOUR: FILE 29133ext
 CONDITION : AM Existing



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	39	39	1800	0.0217	
LEFT (L)	141	141	1800	0.0783	0.0783
SB RIGHT (R)	12	12	1800	0.0067	
THRU (T)	135	135	1800	0.0750	
T + R		147	1800	0.0817	0.0817
EB RIGHT (R)	295	154 *	1800	0.0856	0.0856
LEFT (L)	15	15	1800	0.0083	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.25
 INTERSECTION LEVEL OF SERVICE: A

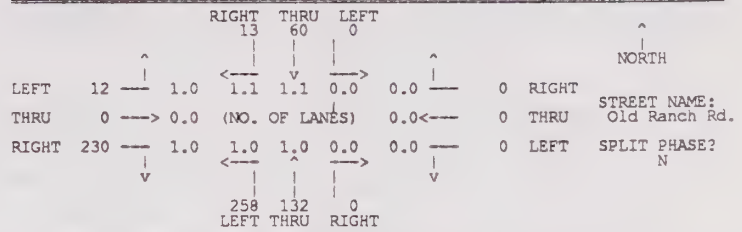
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Existing PEAK HOUR: FILE 29133ext
 CONDITION : PM Existing



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	132	132	1800	0.0733	
LEFT (L)	258	258	1800	0.1433	0.1433
SB RIGHT (R)	13	13	1800	0.0072	
THRU (T)	60	60	1800	0.0333	
T + R		73	1800	0.0406	0.0406
EB RIGHT (R)	230	0 *	1800	0.0000	
LEFT (L)	12	12	1800	0.0067	0.0067

TOTAL VOLUME-TO-CAPACITY RATIO: 0.19
 INTERSECTION LEVEL OF SERVICE: A

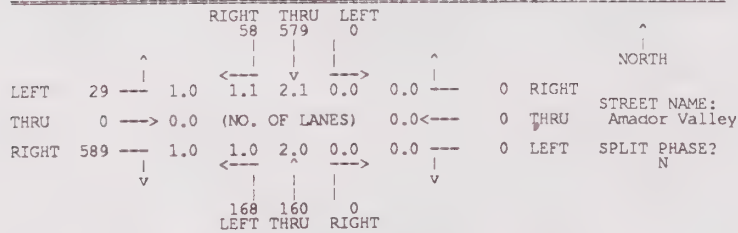
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2280 Dougherty and Amador Valley Dublin
 COUNT DATE/TIME: DKS PEAK HOUR: AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: Dougherty SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	160	160	3300	0.0485	
LEFT (L)	168	168	1650	0.1018	0.1018
SB RIGHT (R)	58	58	1650	0.0352	
THRU (T)	579	579	3300	0.1755	
T + R		637	3300	0.1930	0.1930
EB RIGHT (R)	589	421 *	1650	0.2552	0.2552
LEFT (L)	29	29	1650	0.0176	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

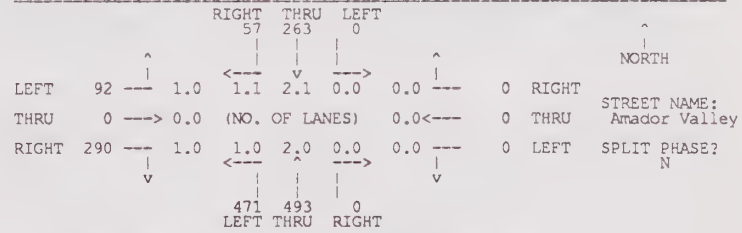
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2280 Dougherty and Amador Valley Dublin
 COUNT DATE/TIME: DKS PEAK HOUR: PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: Dougherty SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	493	493	3300	0.1494	
LEFT (L)	471	471	1650	0.2855	0.2855
SB RIGHT (R)	57	57	1650	0.0345	
THRU (T)	263	263	3300	0.0797	
T + R		320	3300	0.0970	0.0970
EB RIGHT (R)	290	0 *	1650	0.0000	
LEFT (L)	92	92	1650	0.0558	0.0558

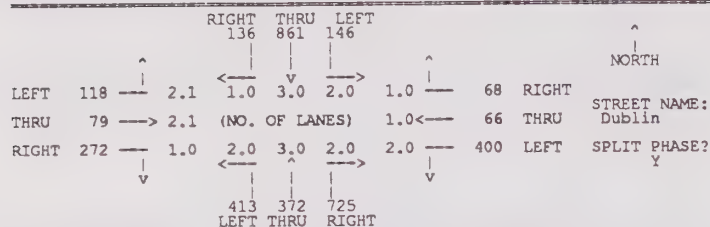
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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9/28/92

INTERSECTION 2301 San Ramon and Dublin Dublin
COUNT DATE/TIME: 6/4/91 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM
CONDITION : AM Existing FILE 29133ext



STREET NAME: San Ramon SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	725	505 *	3000	0.1683	0.1377
	THRU (T)	372	372	4950	0.0752	
	LEFT (L)	413	413	3000	0.1377	
SB	RIGHT (R)	136	71 *	1650	0.0430	0.1739
	THRU (T)	861	861	4950	0.1739	
	LEFT (L)	146	146	3000	0.0487	
EB	RIGHT (R)	272	45 *	1650	0.0273	0.0424
	THRU (T)	79	79	3000	0.0239	
	LEFT (L)	118	118	3000	0.0393	
	T + L		197	4650	0.0424	
WB	RIGHT (R)	68	0 *	1650	0.0000	0.1333
	THRU (T)	66	66	1650	0.0400	
	LEFT (L)	400	400	3000	0.1333	

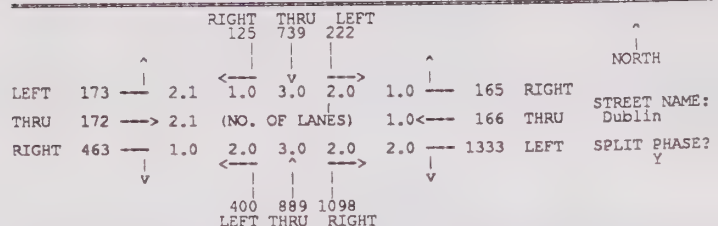
TOTAL VOLUME-TO-CAPACITY RATIO:	0.49
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

9/28/92

INTERSECTION 2301 San Ramon and Dublin Dublin
COUNT DATE/TIME: 2/28/90 4:00-6:00 PM PEAK HOUR: 4:30-5:30 PM
CONDITION : PM Existing FILE 29133ext



STREET NAME: San Ramon SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1098	365 *	3000	0.1217	0.1333
	THRU (T)	889	889	4950	0.1796	
	LEFT (L)	400	400	3000	0.1333	
SB	RIGHT (R)	125	30 *	1650	0.0182	0.1493
	THRU (T)	739	739	4950	0.1493	
	LEFT (L)	222	222	3000	0.0740	
EB	RIGHT (R)	463	243 *	1650	0.1473	0.1473
	THRU (T)	172	172	3300	0.0521	
	LEFT (L)	173	173	3000	0.0577	
	T + L		345	4650	0.0742	
WB	RIGHT (R)	165	43 *	1650	0.0261	0.4443
	THRU (T)	166	166	1650	0.1006	
	LEFT (L)	1333	1333	3000	0.4443	

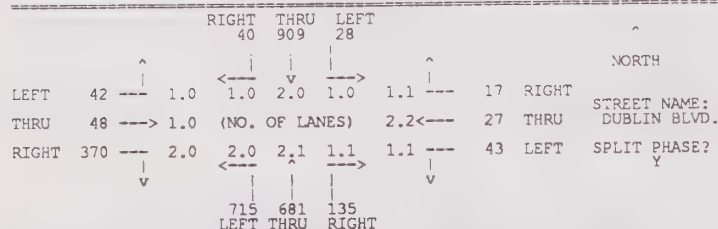
TOTAL VOLUME-TO-CAPACITY RATIO:	0.87
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

9/28/92

INTERSECTION 2307 DOUGHERTY RD. and DUBLIN BLVD. DUBLIN
COUNT DATE/TIME: 03/27/90 7:00-9:00 AM PEAK HOUR: 7:15-8:15 AM
CONDITION : AM Existing FILE 29133ext



STREET NAME: DOUGHERTY RD. SPLIT PHASE? Y

4 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	135	135	1650	0.0818	0.2473
	THRU (T)	681	681	3300	0.2064	
	LEFT (L)	715	715	3000	0.2383	
	T + R		816	3300	0.2473	
SB	RIGHT (R)	40	0 *	1650	0.0000	0.2755
	THRU (T)	909	909	3300	0.2755	
	LEFT (L)	28	28	1650	0.0170	
EB	RIGHT (R)	370	0 *	3000	0.0000	0.0291
	THRU (T)	48	48	1650	0.0291	
	LEFT (L)	42	42	1650	0.0255	
WB	RIGHT (R)	17	17	1650	0.0103	0.0264
	THRU (T)	27	27	3300	0.0082	
	LEFT (L)	43	43	1300	0.0261	
	T + R		44	3300	0.0133	
	T + L		70	3300	0.0212	
	T + R + L		87	3300	0.0264	

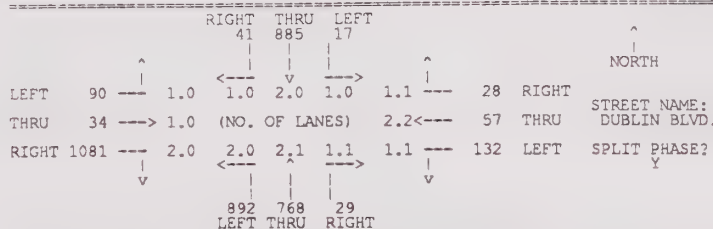
TOTAL VOLUME-TO-CAPACITY RATIO:	0.58
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

9/28/92

INTERSECTION 2307 DOUGHERTY RD. and DUBLIN BLVD. DUBLIN
COUNT DATE/TIME: 03/01/90 4:00-6:00 PM PEAK HOUR: 4:45-5:45 PM
CONDITION : PM Existing FILE 29133ext



STREET NAME: DOUGHERTY RD. SPLIT PHASE? Y

4 PHASE SIGNAL

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	29	29	1650	0.0176	
	THRU (T)	768	768	3300	0.2327	
	LEFT (L)	892	892	3000	0.2973	0.2973
	T + R		797	3300	0.2415	
SB	RIGHT (R)	41	0 *	1650	0.0000	
	THRU (T)	885	885	3300	0.2682	0.2682
	LEFT (L)	17	17	1650	0.0103	
EB	RIGHT (R)	1081	590 *	3000	0.1967	0.1967
	THRU (T)	34	34	1650	0.0206	
	LEFT (L)	90	90	1650	0.0545	
WB	RIGHT (R)	28	28	1650	0.0170	
	THRU (T)	57	57	3300	0.0173	
	LEFT (L)	132	132	1650	0.0800	0.0800
	T + R		85	3300	0.0258	
	T + L		189	3300	0.0573	
	T + R + L		217	3300	0.0658	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.84
INTERSECTION LEVEL OF SERVICE:	D

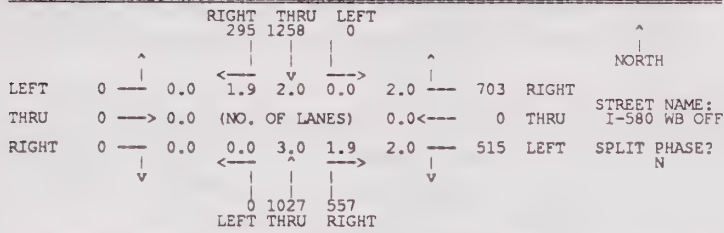
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2308 DOUGHERTY RD. and I-580 WB OFF PLEASANTON
 COUNT DATE/TIME: 01/24/90 6:00-10:00 AM PEAK HOUR: 7:30-8:30 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: DOUGHERTY RD. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	557	557	1800	0.3094	
THRU (T)	1027	1027	5400	0.1902	
SB RIGHT (R)	295	295	1800	0.1639	
THRU (T)	1258	1258	3600	0.3494	0.3494
WB RIGHT (R)	703	703	3273	0.2148	0.2148
LEFT (L)	515	515	3273	0.1573	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
 INTERSECTION LEVEL OF SERVICE: A

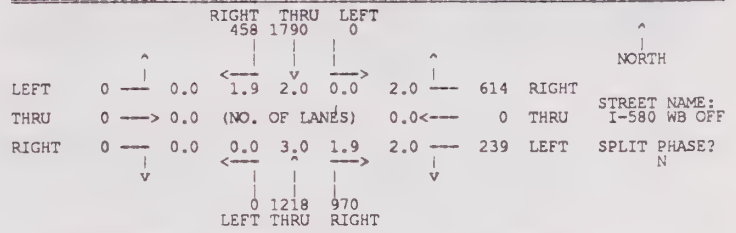
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2308 DOUGHERTY RD. and I-580 WB OFF PLEASANTON
 COUNT DATE/TIME: 01/24/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: DOUGHERTY RD. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	970	970	1800	0.5389	
THRU (T)	1218	1218	5400	0.2256	
SB RIGHT (R)	458	458	1800	0.2544	
THRU (T)	1790	1790	3600	0.4972	0.4972
WB RIGHT (R)	614	614	3273	0.1876	0.1876
LEFT (L)	239	239	3273	0.0730	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
 INTERSECTION LEVEL OF SERVICE: B

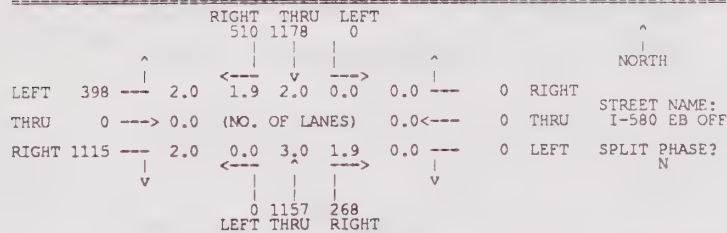
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2309 HOPYARD RD. and I-580 EB OFF PLEASANTON
 COUNT DATE/TIME: 01/24/90 6:00-10:00 AM PEAK HOUR: 7:30-8:30 AM
 CONDITION : AM Existing FILE 29133ext



STREET NAME: HOPYARD RD. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	268	268	1800	0.1489	
THRU (T)	1157	1157	5400	0.2143	
SB RIGHT (R)	510	510	1800	0.2833	
THRU (T)	1178	1178	3600	0.3272	0.3272
EB RIGHT (R)	1115	1115	3273	0.3407	0.3407
LEFT (L)	398	398	3273	0.1216	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
 INTERSECTION LEVEL OF SERVICE: B

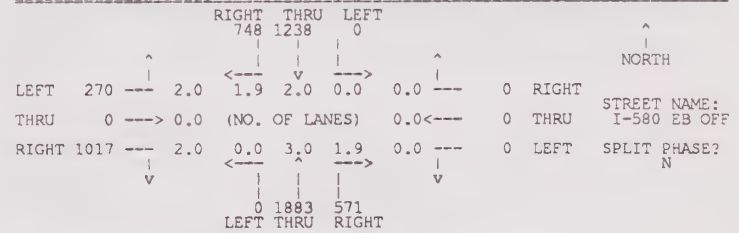
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2309 HOPYARD RD. and I-580 EB OFF PLEASANTON
 COUNT DATE/TIME: 01/24/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



STREET NAME: HOPYARD RD. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	1883	1883	5400	0.3487	0.3487
SB RIGHT (R)	748	748	1800	0.4156	
THRU (T)	1238	1238	3600	0.3439	
EB RIGHT (R)	1017	1017	3273	0.3107	0.3107
LEFT (L)	270	270	3273	0.0825	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
 INTERSECTION LEVEL OF SERVICE: B

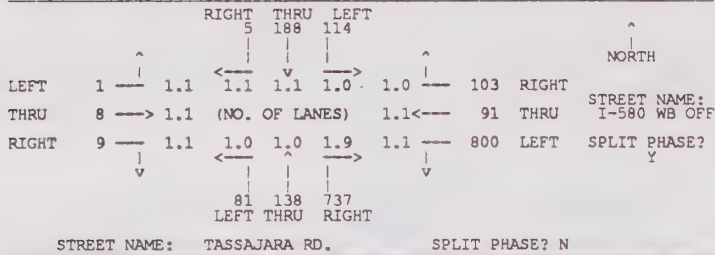
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2322 TASSAJARA RD. and I-580 WB OFF PLEASANTON
 COUNT DATE/TIME: 02/06/90 6:00-10:00 AM PEAK HOUR: 7:15-8:15 AM
 CONDITION : AM Existing FILE 29133ext



4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	
THRU (T)	138	138	1650	0.0836	
LEFT (L)	81	81	1650	0.0491	0.0491
SB RIGHT (R)	5	5	1650	0.0030	
THRU (T)	188	188	1650	0.1139	
LEFT (L)	114	114	1650	0.0691	
T + R		193	1650	0.1170	0.1170
EB RIGHT (R)	9	9	1650	0.0055	
THRU (T)	8	8	1650	0.0048	
LEFT (L)	1	1	1650	0.0006	
T + R		17	1650	0.0103	
T + L		9	1650	0.0055	
T + R + L		18	1650	0.0109	0.0109
WB RIGHT (R)	103	0 *	1650	0.0000	
THRU (T)	91	91	1650	0.0552	
LEFT (L)	800	800	1650	0.4848	
T + L		891	1650	0.5400	0.5400
TOTAL VOLUME-TO-CAPACITY RATIO:					0.72
INTERSECTION LEVEL OF SERVICE:					C

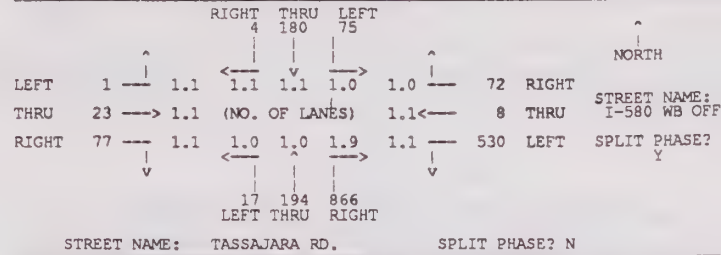
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2322 TASSAJARA RD. and I-580 WB OFF PLEASANTON
 COUNT DATE/TIME: 02/06/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	
THRU (T)	194	194	1650	0.1176	0.1176
LEFT (L)	17	17	1650	0.0103	
SB RIGHT (R)	4	4	1650	0.0024	
THRU (T)	180	180	1650	0.1091	
LEFT (L)	75	75	1650	0.0455	0.0455
T + R		184	1650	0.1115	
EB RIGHT (R)	77	77	1650	0.0467	
THRU (T)	23	23	1650	0.0139	
LEFT (L)	1	1	1650	0.0006	
T + R		100	1650	0.0606	
T + L		24	1650	0.0145	
T + R + L		101	1650	0.0612	0.0612
WB RIGHT (R)	72	0 *	1650	0.0000	
THRU (T)	8	8	1650	0.0048	
LEFT (L)	530	530	1650	0.3212	
T + L		538	1650	0.3261	0.3261
TOTAL VOLUME-TO-CAPACITY RATIO:					0.55
INTERSECTION LEVEL OF SERVICE:					A

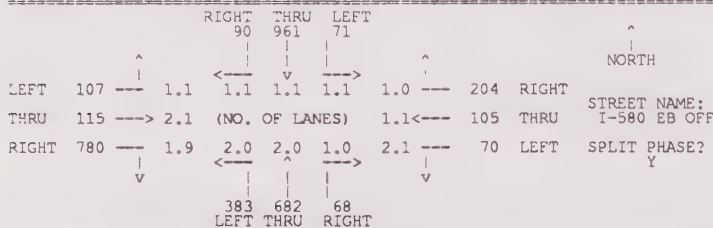
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2323 SANTA RITA RD and I-580 EB OFF PLEASANTON
 COUNT DATE/TIME: 02/05/90 6:00-10:00 AM PEAK HOUR: 7:15-8:15 AM
 CONDITION : AM Existing FILE 29133ext



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	68	30 *	1650	0.0182	
THRU (T)	682	682	3300	0.2067	
LEFT (L)	383	383	3000	0.1277	0.1277
SB RIGHT (R)	90	90	1650	0.0545	
THRU (T)	961	961	1650	0.5824	
LEFT (L)	71	71	1650	0.0430	
T + R		1051	1650	0.6370	
T + L		1032	1650	0.6255	
T + R + L		1122	1650	0.6800	0.6800
EB RIGHT (R)	780	780	1650	0.4727	
THRU (T)	115	115	3300	0.0348	
LEFT (L)	107	107	1650	0.0648	
T + L		222	3300	0.0673	0.0673
WB RIGHT (R)	204	133 *	1650	0.0806	0.0806
THRU (T)	105	105	1650	0.0636	
LEFT (L)	70	70	3000	0.0233	
T + L		175	3000	0.0583	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.96
INTERSECTION LEVEL OF SERVICE:					E

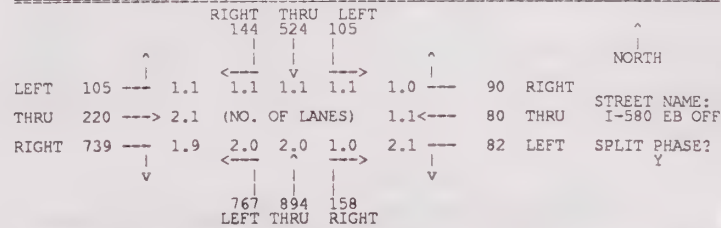
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

9/28/92

INTERSECTION 2323 SANTA RITA RD and I-580 EB OFF PLEASANTON
 COUNT DATE/TIME: 02/05/90 3:00-7:00 PM PEAK HOUR: 4:30-5:30 PM
 CONDITION : PM Existing FILE 29133ext



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	158	113 *	1650	0.0685	
THRU (T)	894	894	3300	0.2709	
LEFT (L)	767	767	3000	0.2557	0.2557
SB RIGHT (R)	144	144	1650	0.0873	
THRU (T)	524	524	1650	0.3176	
LEFT (L)	105	105	1650	0.0636	
T + R		668	1650	0.4048	
T + L		629	1650	0.3812	
T + R + L		773	1650	0.4685	0.4685
EB RIGHT (R)	739	739	1650	0.4479	
THRU (T)	220	220	3300	0.0667	
LEFT (L)	105	105	1650	0.0636	
T + L		325	3300	0.0985	0.0985
WB RIGHT (R)	90	0 *	1650	0.0000	
THRU (T)	80	80	1650	0.0485	
LEFT (L)	82	82	3000	0.0273	
T + L		162	3000	0.0540	0.0540
TOTAL VOLUME-TO-CAPACITY RATIO:					0.88
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 45

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 150000

NAME OF THE EAST/WEST STREET..... Highland Road

NAME OF THE NORTH/SOUTH STREET..... Camino Tassajara

NAME OF THE ANALYST..... TJKM

DATE OF THE ANALYSIS (mm/dd/yy)..... 3/20/92

TIME PERIOD ANALYZED..... 7:15-8:15 AM

OTHER INFORMATION: AM Existing

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	----	----	----	----
LEFT	--	8	0	32
THRU	--	0	95	253
RIGHT	--	43	5	0

NUMBER OF LANES

	EB	WB	NB	SB
	----	----	----	----
LANES	--	1	1	1

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
WB	6.10	6.10	0.00	6.10
MAJOR LEFTS				
SB	5.30	5.30	0.00	5.30
MINOR LEFTS				
WB	7.40	7.40	0.00	7.40

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v(pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS

MINOR STREET						
WB LEFT	9	468	458	>	458	> A
				> 780	> 724	> A
RIGHT	47	898	898	>	898	> 850 A
MAJOR STREET						
SB LEFT	35	995	995		995	960 A

1985 HCM: UNSIGNALIZED INTERSECTIONS

Page-1

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 45

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 150000

NAME OF THE EAST/WEST STREET..... Highland Road

NAME OF THE NORTH/SOUTH STREET..... Camino Tassajara

NAME OF THE ANALYST..... TJKM

DATE OF THE ANALYSIS (mm/dd/yy)..... 3/20/92

TIME PERIOD ANALYZED..... 4:45-5:45 PM

OTHER INFORMATION: PM Existing

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	---	---	---	---
LEFT	--	4	0	49
THRU	--	0	211	113
RIGHT	--	25	13	0

NUMBER OF LANES

	EB	WB	NB	SB
	---	---	---	---
LANES	--	1	1	1

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS.				
WB	6.10	6.10	0.00	6.10
MAJOR LEFTS				
SB	5.30	5.30	0.00	5.30
MINOR LEFTS				
WB	7.40	7.40	0.00	7.40

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v(pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET								
WB LEFT	4	470	453	>	453	>	448	> A
				>	709	>	677	>A
RIGHT	28	780	780	>	780	>	753	> A
MAJOR STREET								
SB LEFT	54	866	866		866		812	A

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 45

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 150000

NAME OF THE EAST/WEST STREET..... Old Ranch Road

NAME OF THE NORTH/SOUTH STREET..... Dougherty Road

NAME OF THE ANALYST..... TJKM

DATE OF THE ANALYSIS (mm/dd/yy)..... 3/20/92

TIME PERIOD ANALYZED..... 7:30-8:30 AM

OTHER INFORMATION: AM Existing

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	----	----	----	----
LEFT	22	--	148	221
THRU	0	--	59	176
RIGHT	311	--	37	31

NUMBER OF LANES

	EB	WB	NB	SB
	----	----	----	----
LANES	2	--	2	1

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS.				
EB	6.10	6.10	0.00	6.10
MAJOR LEFTS				
NB	5.30	5.30	0.00	5.30
MINOR LEFTS				
EB	7.40	7.40	0.00	7.40

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v(pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS

MINOR STREET						
EB LEFT	24	456	398	398	374	B
RIGHT	342	804	804	804	461	A
MAJOR STREET						
NB LEFT	163	883	883	883	720	A

1985 HCM: UNSIGNALIZED INTERSECTIONS

Page-1

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET..... 45

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 150000

NAME OF THE EAST/WEST STREET..... Old Ranch Road

NAME OF THE NORTH/SOUTH STREET..... Dougherty Road

NAME OF THE ANALYST..... TJKM

DATE OF THE ANALYSIS (mm/dd/yy)..... 3/20/92

TIME PERIOD ANALYZED..... 4:45-5:45 PM

OTHER INFORMATION: PM existing

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	----	----	----	----
LEFT	15	--	288	221
THRU	0	--	153	61
RIGHT	242	--	37	15

NUMBER OF LANES

	EB	WB	NB	SB
	----	----	----	----
LANES	2	--	2	1

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.10	6.10	0.00	6.10
MAJOR LEFTS				
NB	5.30	5.30	0.00	5.30
MINOR LEFTS				
EB	7.40	7.40	0.00	7.40

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
EB LEFT	17	387	291	291	274	C
RIGHT	266	928	928	928	662	A
MAJOR STREET						
NB LEFT	317	996	996	996	679	A

Old Ranch Rd / Alcosta Blvd

AM Peak Hour

ALL-WAY STOP-CONTROLLED INTERSECTIONS--Level of Service Analysis
Instructions:

Enter the turning movement volumes, the peak hour factor, and the number of lanes on each approach. The capacity, delay, and level of service are calculated below. Please note validity range checks. Check columns F through J (rows 1-50) for detailed calculations.

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	0	24	0	266
Through Volume	0	4	184	249
Right-Turn Volume	0	110	27	0
Peak-Hour Factor	0.00	1.00	1.00	1.00
Number of Lanes	0	2	2	2
Capacity, vph	0	461	893	1180
Volume/Capacity Ratio	0.00	0.30	0.24	0.44
Delay, sec/veh	0	3	2	5
Level of Service	-	A	A	B
Range Check				

Version 1.1, Michael Kyte, University of Idaho (208-885-6002)

Old Branch Rd / Alcosta Blvd PM Peak Hour

ALL-WAY STOP-CONTROLLED INTERSECTIONS--Level of Service Analysis
Instructions:

Enter the turning movement volumes, the peak hour factor, and the number of lanes on each approach. The capacity, delay, and level of service are calculated below. Please note validity range checks. Check columns F through J (rows 1-50) for detailed calculations.

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	0	24	0	221
Through Volume	0	0	368	300
Right-Turn Volume	0	286	37	0
Peak-Hour Factor	0.00	1.00	1.00	1.00
Number of Lanes	0	2	2	2
Capacity, vph	0	591	949	1123
Volume/Capacity Ratio	0.00	0.52	0.43	0.46
Delay, sec/veh	0	7	5	6
Level of Service	-	B	B	B
Range Check				

Version 1.1, Michael Kyte, University of Idaho (208-885-6002)

Appendix D-4. Traffic Model Development and Validation

Appendix C: Traffic Model Development and Validation

Trip Generation Rates

Trip attraction, on the other hand, is measured in the TVCS model in terms of area (square feet) by type of use (commercial, office, industrial, etc.) whereas in the DVM the data are given in employment. Trip generation equations were modified accordingly for trip productions and trip attractions to reflect the changes. The trip generation rates (see Table C-1) were based on MTC data.

Land Used Data	Home Based Work Trips		Home Based Other Trips		Non Home Based Trips	
	Ps	As	Ps	As	Ps	As
Low Income DUs	0.88		4.89		1.68	
Medium Income DUs	2.10		6.68		2.83	
High Income DUs	2.97		8.43		4.11	
All Dwelling Units				0.70		0.36
Retail Employment				13.27		4.09
Service Employment				5.31		2.30
Agric. Employment				0.09		1.57
Wholesale Employment				0.17		3.38
Manufact. Employment				0.09		0.76
Other Employment				0.53		0.76
All Employment		2.11				

Note: Multiply land use data by the corresponding factor(s) and add to obtain trip ends. For example: $0.88 \times (\text{low income DUs}) + 2.10 \times (\text{medium income DUs}) + 2.97 \times (\text{high income DUs}) = \text{HBW trip ends}$.

Project Trip Generation

The computed Dougherty Valley trip generation by traffic analysis zone is summarized in Table C-II for the three trip purposes used in the DVM. For year 2000, there are a total of 61,857 productions and 24,798 attraction trips. In year 2010, at project buildout, the total production trips are 118,020 and 46,256 attraction trips.

Table C-II Dougherty Valley EIR Project Trip Ends								
TAZ	Home Based Work Trips		Home Based Other Trips		Non Home Based Trips		All Trips	
	Ps	As	Ps	As	Ps	As	Ps	As
Year 2000								
265	2,732	1,623	8,113	1,333	1,006	1,006	11,851	3,962
282	698	23	2,072	231	102	102	2,872	356
283	2,679	264	8,780	2,950	1,110	1,110	12,569	4,324
284	110	394	326	145	171	171	607	710
285	1,266	454	3,889	2,295	896	896	6,051	3,645
286	1,179	0	3,941	540	221	221	5,341	761
289	263	1,870	876	4,475	1,979	1,979	3,118	8,324
291	4,376	318	12,995	1,500	703	703	18,074	2,521
293	304	0	1,014	139	56	56	1,374	195
Total	13,607	4,946	42,006	13,608	6,244	6,244	61,857	24,798
Year 2010								
265	2,812	1,635	8,499	1,336	1,011	1,011	12,322	3,982
282	2,797	22	8,996	1,073	446	446	12,239	1,541
283	5,313	2,970	17,302	4,640	2,571	2,571	25,186	10,181
284	1,040	397	3,143	437	291	291	4,474	1,125
285	2,476	457	7,739	2,709	1,069	1,069	11,284	4,235
286	5,017	390	17,067	2,343	1,069	1,069	23,153	3,802
289	776	3,762	2,638	9,075	4,018	4,018	7,432	16,855
291	4,504	321	13,613	1,503	706	706	18,823	2,530
293	593	0	2,018	265	108	108	2,719	373
294	0	976	0	271	388	388	388	1,635
Total	25,328	10,930	81,015	23,652	11,677	11,677	118,020	46,259

Model validation was performed in two ways. First, the existing conditions were validated against the model predictions for the base year (1990). Second, the TVCS model friction factors used in the trip distribution step were validated against those from the Contra Costa County Model (CCCM)--an EMME2 software based model. Both validation steps are described in more detail below.

1990 Existing Conditions Validation

The 1990 land use base data prepared by Economic & Planning Systems were forecasted by the DVM for use in comparing the model volume projections versus traffic counts. Daily volume projections along all arterials within the study area were found to be within acceptable limits of variance (plus or minus 10 percent) with two exceptions. The section of Camino Tassajara between Dougherty Road and Sycamore Valley Road showed low model volumes (8,700) compared to existing counts (13,000). Also, I-580 between I-680 and Dougherty Road had low mainline model volumes (115,000) versus 145,000 counted by Caltrans. Since the remainder of the study area projections performed well when compared to the actual traffic counts, it was decided to make manual adjustments for these specific links in the future forecasts.

Validation of Trip Distribution

Friction factor curves for the TVCS model and DVM are shown in Figure C-1 while the ones for the CCCM are shown in Figure C-2. Friction factors are used as weighting factors for travel impedances (travel times) in the trip distribution step of the trip forecasting model. Trip distribution uses a modified gravity law of physics to distribute trips and is represented by the following equation:

$$T_{ij} = \frac{P_i A_j f(R_{ij}) K_{ij}}{\sum A_j f(R_{ij}) K_{ij}}$$

Where:

T_{ij} = trip interchange between zones i and j

O_i = total trips produced by zone i

A_j = total trips attracted by zone j

R_{ij} = travel impedance (travel time) between zones i and j

$f(R_{ij})$ = friction factor that corresponds to travel impedance R_{ij}

K_{ij} = adjustment factor between zones i and j

Friction factors control the attractiveness between two zones based upon the travel time between them. Steeper friction factor curves will emphasize short trips while flatter ones will make distance (time) less of a factor in the distribution process. Therefore, the same number of trips generated can result in considerably different number of trips on the links depending on the shape of the friction factors. Longer trip lengths cause more Vehicle Miles Traveled and higher volumes on links. Because of its importance, a special validation study was carried out for the friction factors.

One measure of the effect of friction factors on trips is the average trip length after trip distribution. Another measure is the actual number of trips distributed. Both are shown in Table 1, including inter- and intra-zonal trips after trip distribution (by purpose) using the TVCS and the CCCM friction factors.

Table C-III Effect of Friction Factors on Trip Distribution			
DESCRIPTION	FRICTION FACTORS ¹		
	Dougherty Valley Model (1)	Contra Costa County Model (2)	Ratio (1)/(2)
Home-Based Work (HBW) Trips			
Inter-zonal trips	2,480,422	2,537,257	0.98
Intra-zonal trips	1,993,632	1,936,797	1.03
Total Trips	4,474,054	4,474,054	1.00
Average Trip Length (minutes)	29.15	28.65	1.02
Home-Based Other and Shopping (HBO/HBS) Trips			
Inter-zonal trips	3,237,408	3,123,703	1.04
Intra-zonal trips	8,247,907	8,361,612	0.99
Total Trips	11,485,315	11,485,315	1.00
Average Trip Length (minutes)	20.55	30.84	0.67
Non-Home-Based (NHB) Trips			
Inter-zonal trips	1,197,427	1,212,678	0.99
Intra-zonal trips	4,524,412	4,509,261	1.00
Total Trips	5,721,839	5,721,839	1.00
Average Trip Length (minutes)	19.21	20.30	0.95

The DVM was run twice, the first time using the original friction factors from the TVCS model, and the second time using the friction factors from the CCCM. To compensate for the different way the TVCS model and the CCCM treat intrazonal impedances, the friction factors from the CCCM were shifted slightly to the right but still maintaining their original shapes.

Trip distribution is performed twice in the TVCS and DVM. The first time, free flow speeds are used to calculate zone-to-zone travel times. The trip table obtained from the first iteration is then assigned to network. The second--and final--trip distribution iteration calculates zone-to-zone travel times using congested link times (after the first trip assignment). The data in Table C-III was taken from the second iteration.

The unusual percentage of the intrazonal trips shown in Table C-III is explained by the large size of the zones outside the Tri-Valley area. These zones were aggregated to the MTC's superdistrict level which are large enough to keep several trips within the zones themselves. The comparison of the zone-to-zone (interzonal) trips indicate that the two models are within four percent for all trip purposes. This figure is within the acceptable range for transportation planning purposes.

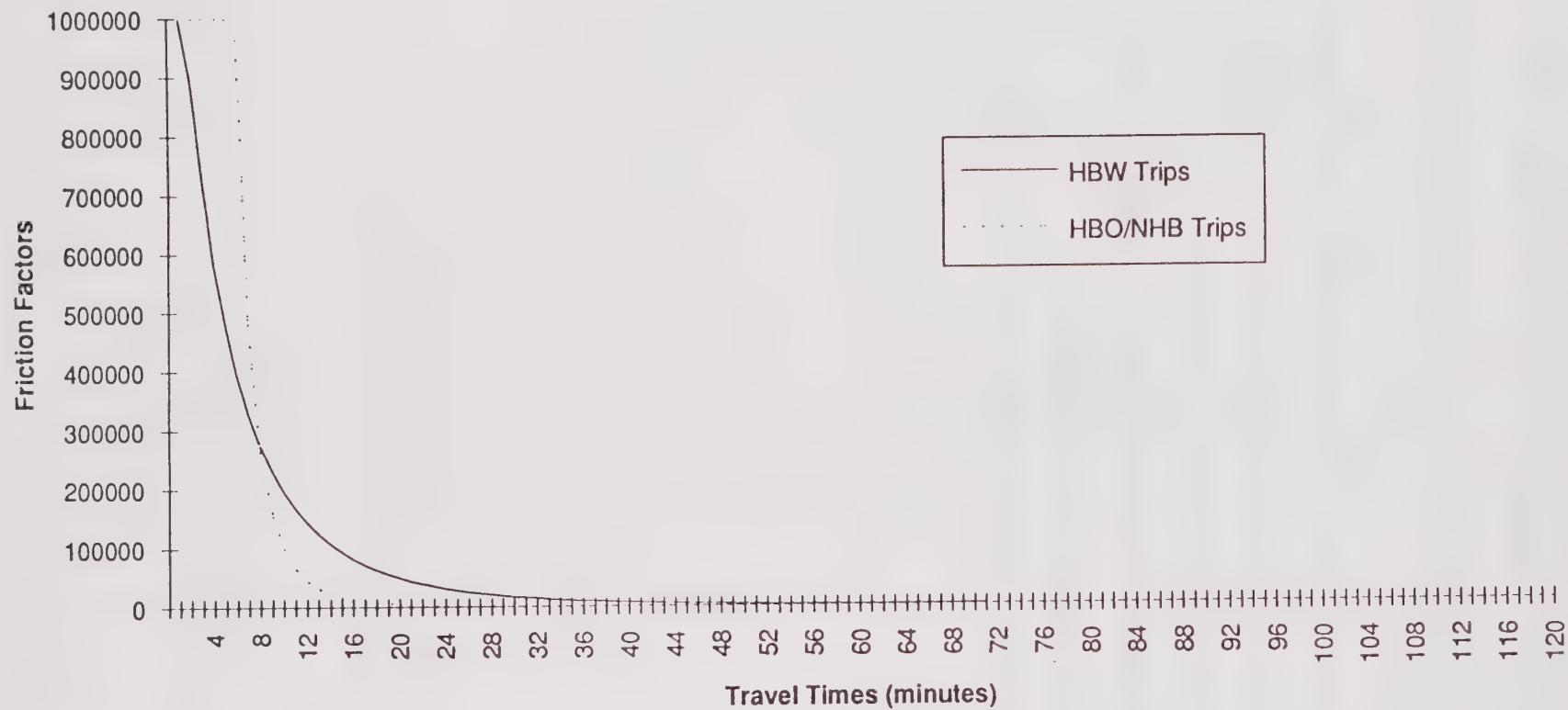
The average trip lengths for HBW and NHB trips are also within acceptable range of two and five percent, respectively. The HBO/HBS trips, on the other hand, show a sizable 33% discrepancy. This difference is particularly important because HBO/HBS represent the largest contribution to the total number of trips. This difference, however, does not imply that the link trips on the two models are going to be radically different because there are other factors that affect the final result.

The comparison of the average trip lengths in this specific case is not a proper measure of the similarity between the two models because they treat HBO and HBS purposes in different ways. DVM does not differentiate between HBO and HBS trips; they are all aggregated under the HBO purpose. The CCCM, on the other hand, generates and distributes trips separately for HBO and HBS.

Overall, the differences between the two sets of friction factors can be considered within an acceptable range, given that the model performance is a more complex combination of a larger number of parameters such as (but not limited to):

- ▶ Manual adjustment of special trip generators through the use of 'k factors' in the gravity model;
- ▶ Determination of the external-internal and internal-external trips from and to each zone;
- ▶ Number of trip purposes and its share of the total trips;
- ▶ Choice of the parameters in the calculation of the zone-to-zone impedances;
- ▶ Determination of the intra-zonal travel impedances.

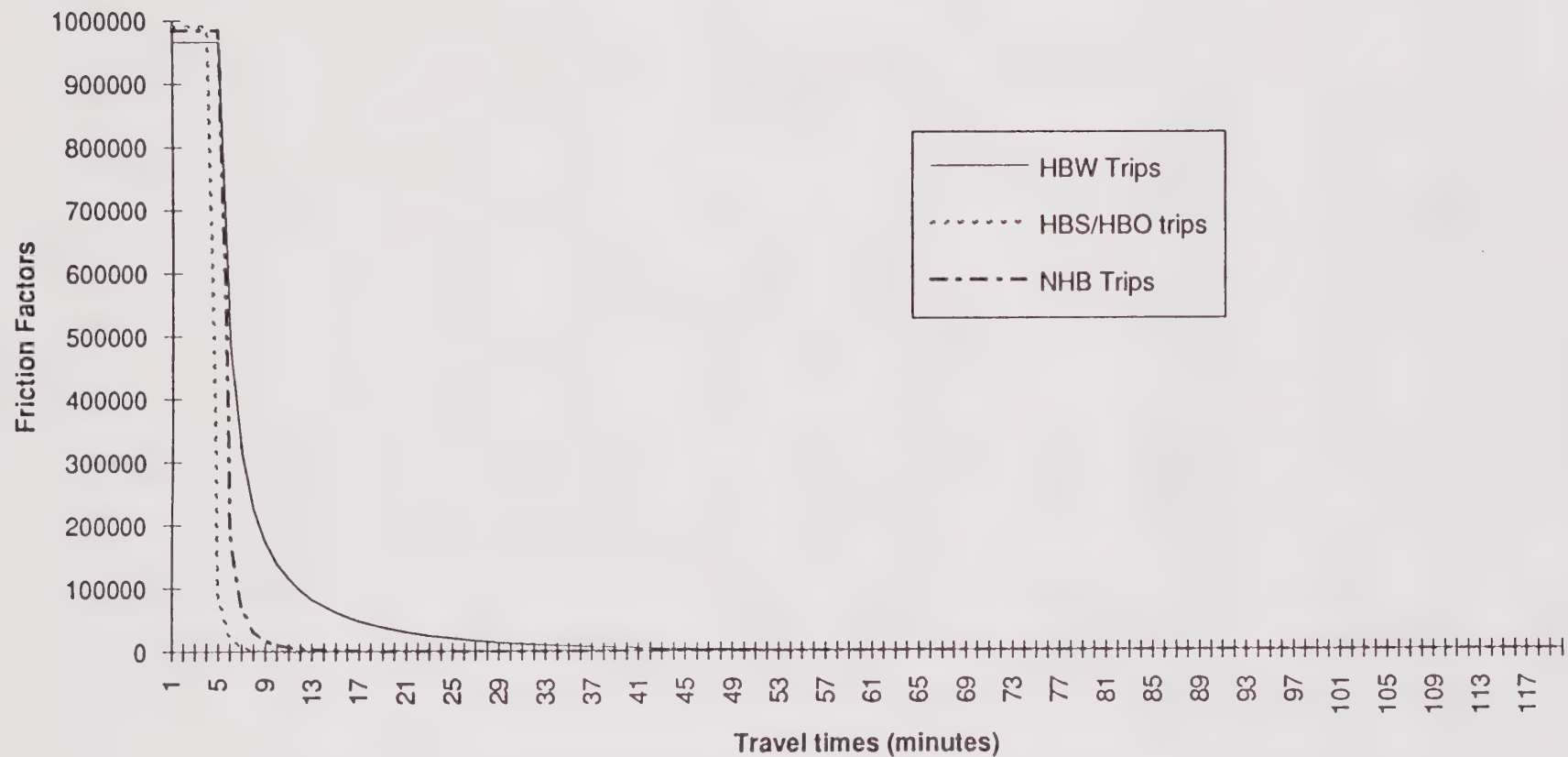
Both the validation of friction factors and trips on links indicate that the DVM is an acceptable tool to estimate future trips.



Dougherty Valley Traffic Study
TVCS Friction Factor Curves

Prepared By
JKM

FIGURE
C-1



Dougherty Valley Traffic Study
 CC County Friction Factors (to 1,000,000, shifted)

Prepared By
JKM

FIGURE
 C-2

Project Area Land Use Description

The Dougherty Valley Specific Plan proposal provided by PBR was matched to the DVM land use categories and traffic zone system as shown in Table C-IV below. The acreage quantities were converted to employees for the traffic model according to the conversion factors developed for the Contra Costa County model.

The traffic analysis zones (TAZs) within the Tri-Valley area depicted in Figure C-3.

Regional Land Use Description

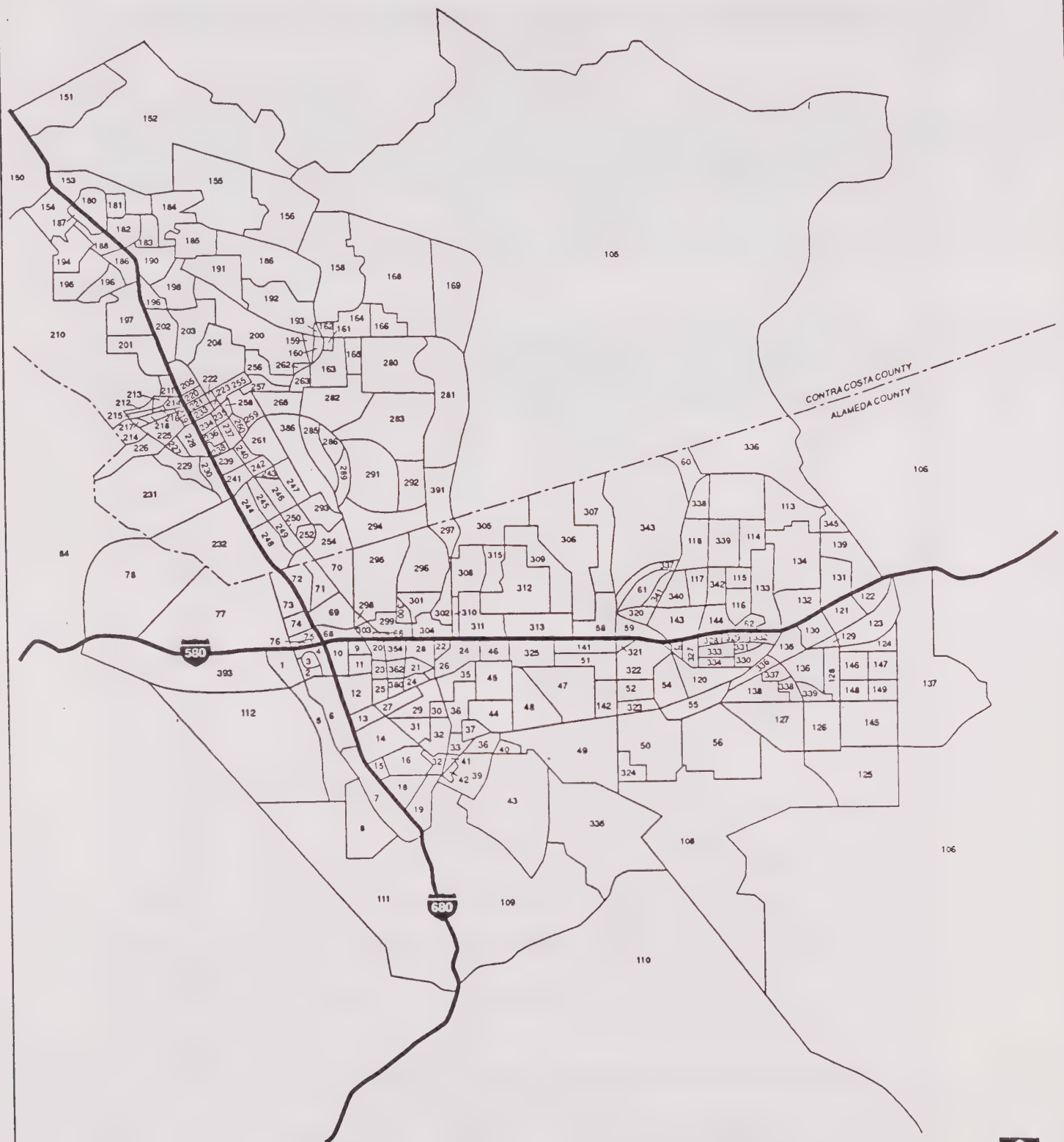
The land use description for the 2010 and cumulative Scenarios, as used in the traffic model runs, are listed in Table C-V (2010 No Project) and C-VI (Build-out No Project). The changed land use listings are shown in Table C-VII (2000 Project) and Table C-VIII (Buildout Project). Refer to figure C-3 for TAZ locations in the Tri-Valley.

TABLE: C-IV
Dougherty Valley
Land Use Descriptions

Model TAZ	PBR Planning Area(s)	Year 2000 Land Use		Year 2010 Land Use	
		Residential (Dwelling Units)	Non-Residential (Acres)	Residential (Dwelling Units)	Non-Residential (Acres)
265	A1 A5-A10	1022 SM	90 PS(GC) 10 PS(E) 15 PS(M) 106 OS	1022 SM	90 PS(GC) 10 PS(E) 15 PS(M) 106 OS
282	B1-B4	261 SM	400 OS 14 PR	495 SM 740 ML	400 OS 14 PR
283	C1 C2 C4-C10 C14 C15	1174 MH 175 SM	7 C 5 PR 830 OS	630 SM 108 SVL 1693 MH	7 C 50 PS(H) 15 PS(M) 10 PS(E) 5 PR 830 OS
284	A2-A4	---	65 PS(GC)	378 SM	65 PS(GC)
285	E1,E3, E4,E7 D1,D2,D7	344 SM 184 ML	7 C 36 OS 121 PR	350 ML 653 SM	7 C 36 OS 121 PR
286	C3,C13 E2,E5,E6	626 MH	---	902 MH 1686 ML	10 PS(E) 42 PR
289	F1-F4	139 MM	---	400 MM	33 MU 72 PR
291	G1-G4	1637 SM	10 PS(E) 213 OS	1637 SM	10 PS(E) 213 OS
292	C11,C12	---	6 PS (Church)	---	6 PS (Church)
293	D3	161 ML	---	306 ML	---
294	H1,H2	---	675 OS	---	150 PS(CC) 765 OS
386	D4-D6,D8	---	6 PS (Church) 385 OS	---	6 PS (Church) 385 OS

Notes:

SVL	Single-Family Residential, Very Low Density	PS(GC)	Golf Course
SM	Single-Family Residential, Medium Density	PS(E)	Elementary School
ML	Multi-Family Residential, Low Density	PS(M)	Middle School
MM	Multi-Family Residential, Medium Density	PS(H)	High School
MH	Multi-Family Residential, High Density	PS(CC)	Community College
OS	Open Space	PR	Parks & Recreation
		MU	Mixed Use (Retail,Office)



Not to Scale

Dougherty Valley Model Study Tri-Valley Area Traffic Zones

Prepared By
TJKM

FIGURE
C-3

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
1	0	0	2	155	927	0	0	0	29
2	0	0	125	156	1247	0	0	0	0
3	0	0	0	2530	70	0	0	0	34
4	0	0	494	308	3383	0	0	0	843
5	0	0	426	0	0	0	0	0	0
6	0	0	1715	0	0	0	0	0	71
7	0	0	729	0	0	0	0	0	0
8	0	0	168	0	0	0	0	0	0
9	0	0	0	313	843	0	0	0	4
10	0	0	0	65	1246	0	0	0	157
11	0	0	0	102	1359	0	0	0	89
12	0	0	1012	169	0	0	0	0	56
13	0	0	488	30	15	0	0	0	56
14	0	0	1901	0	0	0	0	0	0
15	0	0	0	158	1101	0	0	0	146
16	0	1693	0	456	862	0	0	0	288
17	0	915	0	754	385	0	0	0	131
19	0	903	0	0	280	0	0	0	40
20	0	0	0	373	1542	0	0	0	528
21	0	0	909	299	4199	0	0	0	324
22	0	0	11	695	336	0	0	0	78
23	0	0	0	313	778	0	0	0	70
24	0	0	145	96	2320	0	0	0	154
25	0	0	0	58	1224	0	0	0	43
26	0	0	253	0	0	0	0	0	0
27	0	0	228	0	0	0	0	0	35
28	0	0	433	169	3775	0	0	0	481
29	0	0	1215	113	0	0	0	0	0
30	0	0	278	189	0	0	0	0	0
31	0	0	716	41	0	0	0	0	139
32	0	0	605	172	634	0	0	0	132
33	0	0	512	0	0	0	0	0	19
34	0	0	1508	323	62	0	0	0	51
35	0	0	1298	0	377	0	0	0	0
36	0	0	626	0	0	0	0	0	0
37	0	0	0	0	215	0	0	0	274
38	0	0	10	155	211	0	0	0	7
39	0	0	1977	0	0	0	0	0	118
40	0	0	543	0	0	0	0	0	0
41	0	188	0	525	140	0	0	0	28

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
42	0	129	0	0	0	0	0	0	0
43	0	0	2334	20	0	0	0	0	36
44	0	0	0	0	0	0	0	0	98
45	0	0	760	0	0	0	0	0	0
47	0	0	0	0	0	0	0	0	0
48	0	0	0	0	0	0	0	0	0
49	0	0	43	0	0	0	0	0	0
50	0	0	3563	333	428	0	0	0	197
51	0	0	0	0	55	0	0	0	4
52	0	0	1043	20	190	0	0	0	39
54	0	0	1525	242	300	0	0	0	0
55	0	0	975	2624	2347	0	0	0	2642
56	0	0	2630	0	187	0	0	0	889
60	0	0	531	162	96	0	0	0	0
61	0	0	572	264	166	0	0	0	1908
68	0	0	0	493	44	0	0	0	781
69	0	0	657	867	693	0	0	0	1117
70	0	1648	0	0	0	0	0	0	0
71	0	0	680	310	4	0	0	0	178
72	0	0	1130	25	66	0	0	0	20
73	0	0	536	41	86	0	0	0	34
74	0	0	471	2165	373	0	0	0	82
75	0	0	1	653	297	0	0	0	784
76	0	0	0	0	0	0	0	0	0
77	0	0	2274	253	413	0	0	0	676
78	0	0	2524	35	10	0	0	0	4
105	0	0	135	0	0	0	0	0	25
108	0	0	1451	61	883	0	0	0	0
109	0	0	1643	153	191	0	0	0	0
111	0	0	190	0	0	0	0	0	0
112	0	0	439	0	0	0	0	0	0
113	0	0	391	0	0	0	0	0	0
114	0	0	2891	133	38	0	0	0	0
116	0	0	2535	246	70	0	0	0	0
117	0	0	2304	0	44	0	0	0	173
118	0	0	1989	24	155	0	0	0	0
119	0	0	102	0	0	0	0	0	0
120	0	0	1706	185	226	0	0	0	60
121	0	0	53	0	126	0	0	0	320
122	0	0	2	0	0	0	0	0	452

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
123	0	0	9	0	96	0	0	0	428
125	0	0	32	0	0	0	0	0	35
126	0	0	4	10	277	0	0	0	589
127	0	0	1772	276	324	0	0	0	159
128	0	0	480	0	30	0	0	0	60
129	0	0	0	47	404	0	0	0	197
130	0	0	17	94	175	0	0	0	802
131	0	0	1324	92	361	0	0	0	5
132	0	0	1554	142	150	0	0	0	0
133	0	0	1158	52	141	0	0	0	0
134	0	0	846	129	30	0	0	0	0
135	0	0	26	406	898	0	0	0	1392
136	0	0	1985	30	220	0	0	0	121
138	0	0	1440	49	193	0	0	0	18
139	0	0	44	50	298	0	0	0	80
141	0	0	2	0	206	0	0	0	14
142	0	0	0	0	0	0	0	0	0
145	0	0	5	0	0	0	0	0	1879
146	0	0	0	0	0	0	0	0	2716
147	0	0	0	0	0	0	0	0	1217
148	0	0	0	0	0	0	0	0	434
149	0	0	0	0	0	0	0	0	2253
150	0	0	1362	457	152	0	0	0	350
151	352	0	123	0	0	0	0	0	67
152	1366	0	0	114	31	0	0	0	9
153	0	0	529	0	10	0	0	0	67
154	0	0	461	0	0	0	0	0	47
155	95	0	907	34	75	0	0	0	21
156	0	0	242	0	0	0	0	0	0
158	0	0	966	0	0	0	0	0	0
159	0	0	115	0	0	0	0	0	0
160	0	0	159	52	15	0	0	0	7
161	0	0	110	216	62	0	0	0	31
163	0	0	386	0	0	0	0	0	0
164	0	0	98	0	0	0	0	0	5
165	0	0	375	0	0	0	0	0	0
166	0	0	81	0	0	0	0	0	0
167	0	0	426	0	0	0	0	0	12
168	0	0	601	0	0	0	0	0	0
169	0	0	605	0	0	0	0	0	0

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
180	0	0	108	0	8	0	0	0	13
181	0	0	330	0	17	0	0	0	39
182	0	0	320	24	0	0	0	0	0
183	0	0	68	0	155	0	0	0	23
184	0	0	537	0	33	0	0	0	39
185	0	0	1142	0	5	0	0	0	14
186	0	0	495	10	3	0	0	0	11
187	0	0	190	13	166	0	0	0	232
188	0	0	127	5	70	0	0	0	32
189	0	0	497	1417	1243	0	0	0	522
190	0	0	612	6	0	0	0	0	0
191	0	0	212	0	0	0	0	0	10
192	0	0	351	71	22	0	0	0	17
193	0	0	321	0	0	0	0	0	0
194	0	0	535	0	110	0	0	0	0
195	0	0	539	0	0	0	0	0	40
196	0	0	240	250	300	0	0	0	0
197	0	0	344	517	863	0	0	0	191
198	0	0	360	94	31	0	0	0	17
199	0	0	274	8	15	0	0	0	12
200	0	0	630	0	0	0	0	0	0
201	0	0	713	0	0	0	0	0	0
202	0	0	760	11	20	0	0	0	16
203	0	0	269	0	0	0	0	0	0
204	0	0	1172	0	0	0	0	0	50
205	0	0	1309	4	17	0	0	0	11
206	0	0	229	315	186	0	0	0	118
210	0	0	34	0	0	0	0	0	57
211	0	0	0	341	668	0	0	0	104
213	0	0	1007	0	0	0	0	0	0
214	0	0	0	47	1004	0	0	0	75
215	0	0	67	271	1740	0	0	0	514
217	0	0	247	205	1356	0	0	0	498
219	0	0	339	380	265	0	0	0	78
220	0	0	0	308	843	0	0	0	420
221	0	0	0	161	380	0	0	0	1176
222	0	0	0	40	0	0	0	0	500
224	0	0	5	0	0	0	0	0	0
225	0	0	519	7	93	0	0	0	43
226	0	0	192	0	0	0	0	0	0

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
227	0	0	282	0	0	0	0	0	0
228	0	0	656	10	50	0	0	0	49
229	0	0	688	0	0	0	0	0	0
230	0	0	228	10	0	0	0	0	5
231	0	0	1	0	0	0	0	0	7
232	0	0	251	154	44	0	0	0	38
233	0	0	0	92	190	0	0	0	1215
234	0	0	0	246	3168	0	0	0	2468
235	0	0	0	274	3558	0	0	0	1642
236	0	0	0	46	1205	0	0	0	1827
237	0	0	0	65	850	0	0	0	392
238	0	0	0	1014	2367	0	0	0	1676
239	0	0	187	189	2459	0	0	0	4285
240	0	0	606	449	128	0	0	0	64
241	0	0	221	75	0	0	0	0	0
242	0	0	606	0	0	0	0	0	0
243	0	0	134	0	0	0	0	0	0
244	0	0	976	0	0	0	0	0	0
245	0	0	374	0	10	0	0	0	100
246	0	0	737	0	0	0	0	0	20
247	0	0	237	0	0	0	0	0	0
248	0	0	1271	0	20	0	0	0	0
249	0	0	343	0	0	0	0	0	0
250	0	0	219	0	25	0	0	0	10
252	0	0	204	0	25	0	0	0	10
253	0	0	244	105	0	0	0	0	0
254	0	0	493	0	0	0	0	0	0
255	0	0	651	30	83	0	0	0	100
256	0	0	376	0	0	0	0	0	25
257	0	0	365	0	0	0	0	0	0
258	0	0	183	61	0	0	0	0	0
259	0	0	771	99	89	0	0	0	2
260	0	0	260	0	0	0	0	0	0
261	0	0	731	0	0	0	0	0	0
262	0	0	326	210	60	0	0	0	30
263	0	0	352	0	0	0	0	0	30
264	0	0	3	0	0	0	0	0	0
268	0	0	297	0	50	0	0	0	8
269	0	0	420	0	0	0	0	0	0
280	0	0	978	0	5	0	0	0	10

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
281	0	0	0	0	0	0	0	0	0
295	0	0	277	0	0	0	0	0	146
296	0	0	0	0	0	0	0	0	10
297	0	0	257	0	0	0	0	0	0
298	0	0	3	148	13	0	0	0	234
299	0	0	876	167	2166	0	0	0	1024
301	0	0	655	0	0	0	0	0	572
302	0	0	322	0	0	0	0	0	0
303	0	0	0	223	35	0	0	0	244
304	0	0	1117	647	1072	0	0	0	830
306	0	0	1	0	0	0	0	0	0
307	0	0	1	0	0	0	0	0	0
308	0	0	3434	127	36	0	0	0	59
309	0	0	1879	52	15	0	0	0	7
311	0	0	734	856	1564	0	0	0	770
313	0	0	239	204	207	0	0	0	623
314	0	0	15	185	284	0	0	0	3499
321	0	0	0	100	0	0	0	0	447
322	0	0	989	134	157	0	0	0	738
323	0	0	190	0	0	0	0	0	0
324	0	0	1102	61	405	0	0	0	0
325	0	0	8	0	0	0	0	0	17
326	0	0	224	75	50	0	0	0	19
327	0	0	191	159	75	0	0	0	275
328	0	0	0	303	185	0	0	0	20
329	0	0	0	277	92	0	0	0	65
330	0	0	462	0	0	0	0	0	0
331	0	0	15	0	0	0	0	0	0
332	0	0	4	448	128	0	0	0	56
333	0	0	72	13	8	0	0	0	12
334	0	0	306	12	7	0	0	0	11
335	0	0	807	0	0	0	0	0	0
336	0	0	1238	0	0	0	0	0	0
339	0	0	831	10	10	0	0	0	3
343	0	0	405	0	189	0	0	0	0
345	0	0	61	0	0	0	0	0	0
354	0	0	371	1117	3720	0	0	0	1589
362	0	0	0	52	676	0	0	0	287
380	0	0	0	78	1259	0	0	0	58
387	0	0	151	0	0	0	0	0	0

Table C-V
Dougherty Valley Model Land Use Data
Year 2010 No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
388	0	0	511	1	9	0	0	0	56
390	0	0	653	0	0	0	0	0	0
391	0	0	136	0	0	0	0	0	0
392	0	0	687	0	0	0	0	0	0
393	0	0	1807	0	0	0	0	0	0
394	0	0	339	0	0	0	0	0	0
395	0	0	24	0	0	0	0	0	10
401	51715	17765	7714	53822	151258	1021	12841	23914	201159
402	28624	63836	9809	16730	48189	96	1549	3322	19994
403	35119	70697	6768	19123	67755	108	6745	15964	36088
404	3824	34703	9593	10440	10249	8	219	205	4066
405	16577	72321	10451	32069	36192	657	13644	12867	62081
406	0	58375	34812	23614	45704	1617	3127	5109	27442
407	15709	31865	38381	21587	34512	1054	4845	28659	36401
408	32450	17768	18128	23418	56742	582	2669	30559	26868
409	7570	77993	14520	34156	98203	1129	25465	206271	47765
410	2535	72536	44361	35022	53857	445	2419	32943	28558
411	46314	47918	11032	25439	68336	522	7157	25159	53715
412	12140	37207	60174	19992	23863	785	6783	40406	17051
413	0	30849	47849	14256	21526	254	3871	18055	8845
414	2690	26510	21145	12000	28334	1545	6110	33422	11663
416	9903	87124	15349	29629	34659	558	13512	36315	27370
417	60409	65344	13218	35167	44496	453	11969	34330	39681
418	130585	25856	26153	38695	83034	293	10432	28158	100981
419	53509	9745	9382	20491	48888	137	3083	12683	16792
420	40001	38885	12922	17110	27076	1121	2009	12996	26471
421	20281	53819	19257	27060	39737	1171	3436	12033	41652
422	4683	25651	30807	17184	26004	1197	1716	5132	24199
424	25529	63784	7792	15375	20242	1076	957	8921	14470
425	27740	32590	0	12599	18607	86	2762	9862	37627
426	57727	43299	10933	29362	24369	2032	2762	15738	47102
427	14219	22185	0	11484	22379	664	1398	8067	7991
428	8192	6489	3452	4327	6103	2782	589	3504	2446
429	33828	40094	14	19919	19711	1283	2874	11150	12139
430	38702	47669	9978	32682	31654	1821	4258	19439	33880
431	9122	32060	0	7533	6804	1796	590	5955	5541
432	3171	0	25802	7536	17238	48	880	4920	9418
433	0	16482	32961	15191	19757	231	3342	4431	21691
434	915	2054	35808	13723	10978	156	674	1848	8140

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufactunng (emp)	Other (emp)
1	0	0	2	155	927	0	0	0	29
2	0	0	125	156	1247	0	0	0	0
3	0	0	0	2530	70	0	0	0	34
4	0	0	494	308	3383	0	0	0	843
5	0	0	426	0	0	0	0	0	0
6	0	0	1715	0	0	0	0	0	71
7	0	0	947	0	0	0	0	0	0
8	0	0	168	0	0	0	0	0	0
9	0	0	0	313	843	0	0	0	4
10	0	0	0	65	1246	0	0	0	157
11	0	0	0	102	1359	0	0	0	89
12	0	0	1012	169	0	0	0	0	56
13	0	0	488	30	15	0	0	0	56
14	0	0	1901	0	0	0	0	0	0
15	0	0	0	158	1101	0	0	0	146
16	0	1693	0	712	1349	0	0	0	515
17	0	910	0	754	385	0	0	0	131
19	0	903	0	0	280	0	0	0	40
20	0	0	0	373	1542	0	0	0	528
21	0	0	909	383	5292	0	0	0	829
22	0	0	11	695	336	0	0	0	78
23	0	0	0	313	778	0	0	0	70
24	0	0	145	147	2977	0	0	0	456
25	0	0	0	105	1840	0	0	0	327
26	0	0	253	0	0	0	0	0	0
27	0	0	228	0	0	0	0	0	35
28	0	0	433	288	5316	0	0	0	1192
29	0	0	1215	113	0	0	0	0	0
30	0	0	278	189	0	0	0	0	0
31	0	0	716	41	0	0	0	0	139
32	0	0	605	172	634	0	0	0	132
33	0	0	512	0	0	0	0	0	19
34	0	0	1508	323	62	0	0	0	51
35	0	0	1298	0	377	0	0	0	0
36	0	0	626	0	0	0	0	0	0
37	0	0	0	0	215	0	0	0	274
38	0	0	10	611	341	0	0	0	73
39	0	0	1977	0	0	0	0	0	118
40	0	0	543	0	0	0	0	0	0
41	0	184	0	525	140	0	0	0	28

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
42	0	129	0	0	0	0	0	0	0
43	0	0	2334	20	0	0	0	0	36
44	0	0	0	0	0	0	0	0	98
45	0	0	760	0	0	0	0	0	0
47	0	0	0	0	0	0	0	0	0
48	0	0	0	0	0	0	0	0	0
49	0	0	43	0	0	0	0	0	0
50	0	0	3545	333	428	0	0	0	197
51	0	0	0	0	55	0	0	0	4
52	0	0	1038	20	190	0	0	0	39
54	0	0	1523	242	300	0	0	0	0
55	0	0	971	2829	2405	0	0	0	3179
56	0	0	2611	0	187	0	0	0	889
60	0	0	785	547	206	0	0	0	55
61	0	0	853	430	270	0	0	0	5841
66	0	0	0	0	0	0	0	0	0
68	0	0	0	493	44	0	0	0	781
69	0	0	657	867	693	0	0	0	1117
70	0	1648	0	0	0	0	0	0	0
71	0	0	680	310	4	0	0	0	178
72	0	0	1130	25	66	0	0	0	20
73	0	0	536	41	86	0	0	0	34
74	0	0	471	2165	373	0	0	0	82
75	0	0	1	653	297	0	0	0	784
76	0	0	0	0	0	0	0	0	0
77	0	0	2274	253	413	0	0	0	676
78	0	0	2524	35	10	0	0	0	4
105	0	0	135	0	0	0	0	0	25
106	0	0	0	0	0	0	0	0	0
108	0	0	1503	61	883	0	0	0	0
109	0	0	1643	153	191	0	0	0	0
111	0	0	190	0	0	0	0	0	0
112	0	0	439	0	0	0	0	0	0
113	0	0	918	0	0	0	0	0	0
114	0	0	4288	450	129	0	0	0	45
116	0	0	5257	832	238	0	0	0	84
117	0	0	3429	0	279	0	0	0	1116
118	0	0	2814	141	1675	0	0	0	702
119	0	0	102	0	0	0	0	0	0
120	0	0	1697	185	226	0	0	0	60

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
121	0	0	53	0	361	0	0	0	2605
122	0	0	2	0	0	0	0	0	5271
123	0	0	9	0	96	0	0	0	9340
124	0	0	0	0	0	0	0	0	0
125	0	0	32	0	0	0	0	0	35
126	0	0	10	10	450	0	0	0	685
127	0	0	1758	276	324	0	0	0	159
128	0	0	462	0	30	0	0	0	171
129	0	0	0	47	404	0	0	0	444
130	0	0	17	150	272	0	0	0	4563
131	0	0	1256	150	1239	0	0	0	5
132	0	0	1534	142	150	0	0	0	0
133	0	0	1152	52	210	0	0	0	0
134	0	0	838	210	30	0	0	0	0
135	0	0	26	507	1638	0	0	0	4368
136	0	0	1970	30	220	0	0	0	720
138	0	0	1435	49	270	0	0	0	18
139	0	0	15	50	550	0	0	0	180
141	0	0	2	0	300	0	0	0	1285
142	0	0	0	0	0	0	0	0	2212
145	0	0	5	0	0	0	0	0	2800
146	0	0	0	0	0	0	0	0	3520
147	0	0	0	0	0	0	0	0	1390
148	0	0	0	0	0	0	0	0	2016
149	0	0	0	0	0	0	0	0	2920
150	0	0	1326	457	152	0	0	0	350
151	352	0	123	0	0	0	0	0	67
152	1366	0	0	114	31	0	0	0	9
153	0	0	529	0	10	0	0	0	67
154	0	0	461	0	0	0	0	0	47
155	95	0	907	34	75	0	0	0	21
156	0	0	242	0	0	0	0	0	0
158	0	0	966	0	0	0	0	0	0
159	0	0	115	0	0	0	0	0	0
160	0	0	159	52	15	0	0	0	7
161	0	0	110	216	62	0	0	0	31
163	0	0	386	0	0	0	0	0	0
164	0	0	98	0	0	0	0	0	5
165	0	0	375	0	0	0	0	0	0
166	0	0	81	0	0	0	0	0	0

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
167	0	0	660	0	0	0	0	0	12
168	0	0	601	0	0	0	0	0	0
169	0	0	918	0	0	0	0	0	0
180	0	0	108	0	8	0	0	0	13
181	0	0	330	0	17	0	0	0	39
182	0	0	320	24	0	0	0	0	0
183	0	0	68	0	155	0	0	0	23
184	0	0	537	0	33	0	0	0	39
185	0	0	1142	0	5	0	0	0	14
186	0	0	495	10	3	0	0	0	11
187	0	0	190	13	166	0	0	0	232
188	0	0	127	5	70	0	0	0	32
189	0	0	497	1417	1243	0	0	0	522
190	0	0	612	6	0	0	0	0	0
191	0	0	212	0	0	0	0	0	10
192	0	0	351	71	22	0	0	0	17
193	0	0	321	0	0	0	0	0	0
194	0	0	535	0	110	0	0	0	0
195	0	0	539	0	0	0	0	0	40
196	0	0	240	250	300	0	0	0	0
197	0	0	344	517	863	0	0	0	191
198	0	0	360	94	31	0	0	0	17
199	0	0	274	8	15	0	0	0	12
200	0	0	630	0	0	0	0	0	0
201	0	0	713	0	0	0	0	0	0
202	0	0	760	11	20	0	0	0	16
203	0	0	269	0	0	0	0	0	0
204	0	0	1172	0	0	0	0	0	50
205	0	0	1309	4	17	0	0	0	11
206	0	0	229	315	186	0	0	0	118
210	0	0	34	0	0	0	0	0	57
211	0	0	0	341	668	0	0	0	104
213	0	0	1007	0	0	0	0	0	0
214	0	0	0	47	1004	0	0	0	75
215	0	0	67	271	1740	0	0	0	514
217	0	0	247	205	1356	0	0	0	498
219	0	0	339	380	265	0	0	0	78
220	0	0	0	308	843	0	0	0	420
221	0	0	0	161	380	0	0	0	1176
222	0	0	0	40	0	0	0	0	500

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
224	0	0	5	0	0	0	0	0	0
225	0	0	519	7	93	0	0	0	43
226	0	0	192	0	0	0	0	0	0
227	0	0	282	0	0	0	0	0	0
228	0	0	656	10	50	0	0	0	49
229	0	0	688	0	0	0	0	0	0
230	0	0	228	10	0	0	0	0	5
231	0	0	1	0	0	0	0	0	7
232	0	0	251	154	44	0	0	0	38
233	0	0	0	92	190	0	0	0	1215
234	0	0	0	246	3168	0	0	0	2468
235	0	0	0	274	3558	0	0	0	1642
236	0	0	0	46	1205	0	0	0	1827
237	0	0	0	122	1585	0	0	0	731
238	0	0	0	1014	2367	0	0	0	1676
239	0	0	187	189	2459	0	0	0	4285
240	0	0	606	449	128	0	0	0	64
241	0	0	221	75	0	0	0	0	0
242	0	0	606	0	0	0	0	0	0
243	0	0	134	0	0	0	0	0	0
244	0	0	976	0	0	0	0	0	0
245	0	0	374	0	10	0	0	0	100
246	0	0	737	0	0	0	0	0	20
247	0	0	237	0	0	0	0	0	0
248	0	0	1271	0	20	0	0	0	0
249	0	0	343	0	0	0	0	0	0
250	0	0	219	0	25	0	0	0	10
252	0	0	204	0	25	0	0	0	10
253	0	0	244	105	0	0	0	0	0
254	0	0	493	0	0	0	0	0	0
255	0	0	651	30	83	0	0	0	100
256	0	0	376	0	0	0	0	0	25
257	0	0	365	0	0	0	0	0	0
258	0	0	183	61	0	0	0	0	0
259	0	0	954	99	89	0	0	0	2
260	0	0	260	0	0	0	0	0	0
261	0	0	731	0	0	0	0	0	0
262	0	0	326	210	60	0	0	0	30
263	0	0	352	0	0	0	0	0	30
264	0	0	3	0	0	0	0	0	0

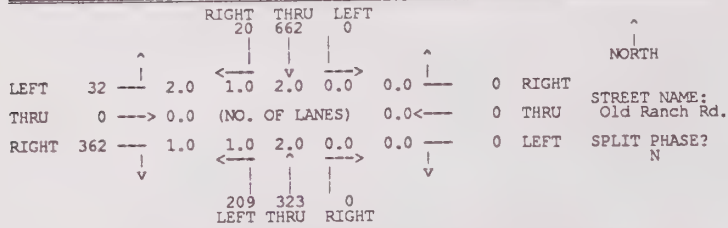
Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
265	0	0	0	0	0	0	0	0	0
268	0	0	297	0	50	0	0	0	8
269	0	0	420	0	0	0	0	0	0
280	0	0	1368	0	5	0	0	0	10
281	0	0	0	0	0	0	0	0	0
295	0	0	277	0	0	0	0	0	146
296	0	0	0	0	0	0	0	0	10
297	0	0	413	0	0	0	0	0	0
298	0	0	3	148	13	0	0	0	234
299	0	0	1521	555	7217	0	0	0	3355
301	0	0	655	0	0	0	0	0	1041
302	0	0	594	0	0	0	0	0	0
303	0	0	0	223	35	0	0	0	244
304	0	0	1694	2217	4690	0	0	0	2870
306	0	0	1	0	0	0	0	0	0
307	0	0	1	0	0	0	0	0	0
308	0	0	7216	255	73	0	0	0	77
309	0	0	3624	104	30	0	0	0	15
311	0	0	1359	3255	7526	0	0	0	3544
313	0	0	460	907	683	0	0	0	1825
314	0	0	24	300	525	0	0	0	10562
321	0	0	0	100	0	0	0	0	993
322	0	0	976	134	157	0	0	0	1889
323	0	0	180	0	0	0	0	0	0
324	0	0	1248	61	405	0	0	0	0
325	0	0	8	0	0	0	0	0	2071
326	0	0	220	75	50	0	0	0	19
327	0	0	189	250	75	0	0	0	509
328	0	0	0	870	300	0	0	0	20
329	0	0	0	450	150	0	0	0	65
330	0	0	447	0	0	0	0	0	0
331	0	0	14	0	0	0	0	0	0
332	0	0	4	944	224	0	0	0	56
333	0	0	72	13	8	0	0	0	12
334	0	0	301	12	7	0	0	0	11
335	0	0	807	0	0	0	0	0	0
336	0	0	1692	0	0	0	0	0	0
339	0	0	825	10	10	0	0	0	3
343	0	0	592	0	189	0	0	0	0
345	0	0	91	0	0	0	0	0	0

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	323	323	3600	0.0897	0.1161
LEFT (L)	209	209	1800	0.1161	
SB RIGHT (R)	20	2 *	1800	0.0011	0.1839
THRU (T)	662	662	3600	0.1839	
EB RIGHT (R)	362	153 *	1800	0.0850	0.0850
LEFT (L)	32	32	3273	0.0098	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
 INTERSECTION LEVEL OF SERVICE: A

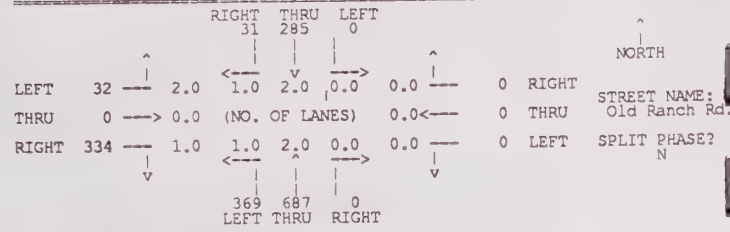
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	687	687	3600	0.1908	0.2050
LEFT (L)	369	369	1800	0.2050	
SB RIGHT (R)	31	13 *	1800	0.0072	0.0792
THRU (T)	285	285	3600	0.0792	
EB RIGHT (R)	334	0 *	1800	0.0000	0.0098
LEFT (L)	32	32	3273	0.0098	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.29
 INTERSECTION LEVEL OF SERVICE: A

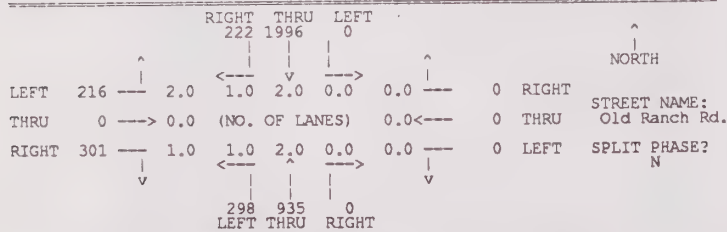
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	935	935	3600	0.2597	0.1656
LEFT (L)	298	298	1800	0.1656	
SB RIGHT (R)	222	103 *	1800	0.0572	0.5544
THRU (T)	1996	1996	3600	0.5544	
EB RIGHT (R)	301	3 *	1800	0.0017	0.0660
LEFT (L)	216	216	3273	0.0660	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
 INTERSECTION LEVEL OF SERVICE: C

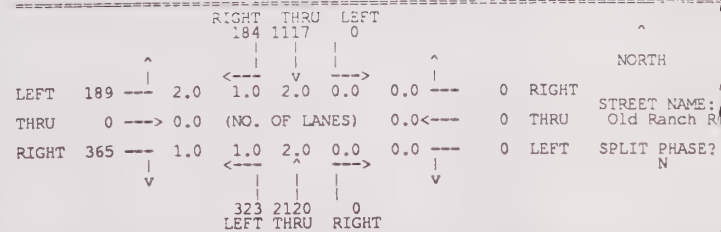
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	2120	2120	3600	0.5889	0.5889
LEFT (L)	323	323	1800	0.1794	
SB RIGHT (R)	184	80 *	1800	0.0444	0.3103
THRU (T)	1117	1117	3600	0.3103	
EB RIGHT (R)	365	42 *	1800	0.0233	0.0577
LEFT (L)	189	189	3273	0.0577	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
354	0	0	371	1117	3720	0	0	0	1589
362	0	0	0	136	1764	0	0	0	789
380	0	0	0	78	1259	0	0	0	58
387	0	0	151	0	0	0	0	0	0
388	0	0	511	1	9	0	0	0	56
390	0	0	1184	136	39	0	0	0	19
391	0	0	214	0	0	0	0	0	0
392	0	0	687	0	0	0	0	0	0
393	0	0	3140	0	0	0	0	0	0
394	0	0	339	0	0	0	0	0	0
395	0	0	24	0	0	0	0	0	10
401	51715	17765	7714	53822	151258	1021	12841	23914	201159
402	28624	63836	9809	16730	48189	96	1549	3322	19994
403	35119	70697	6768	19123	67755	108	6745	15964	36088
404	3824	34703	9593	10440	10249	8	219	205	4066
405	16577	72321	10451	32069	36192	657	13644	12867	62081
406	0	58375	34812	23614	45704	1617	3127	5109	27442
407	15709	31865	38381	21587	34512	1054	4845	28659	36401
408	32450	17768	18128	23418	56742	582	2669	30559	26868
409	7570	77993	14520	34156	98203	1129	25465	206271	47765
410	2535	72536	44361	35022	53857	445	2419	32943	28558
411	46314	47918	11032	25439	68336	522	7157	25159	53715
412	12140	37207	60174	19992	23863	785	6783	40406	17051
413	0	30849	47849	14256	21526	254	3871	18055	8845
414	2690	26510	21145	12000	28334	1545	6110	33422	11663
416	9903	87124	15349	29629	34659	558	13512	36315	27370
417	60409	65344	13218	35167	44496	453	11969	34330	39681
418	130585	25856	26153	38695	83034	293	10432	28158	100981
419	53509	9745	9382	20491	48888	137	3083	12683	16792
420	40001	38885	12922	17110	27076	1121	2009	12996	26471
421	20281	53819	19257	27060	39737	1171	3436	12033	41652
422	4683	25651	30807	17184	26004	1197	1716	5132	24199
424	25529	63784	7792	15375	20242	1076	957	8921	14470
425	27740	32590	0	12599	18607	86	2762	9862	37627
426	57727	43299	10933	29362	24369	2032	2762	15738	47102
427	14219	22185	0	11484	22379	664	1398	8067	7991
428	8192	6489	3452	4327	6103	2782	589	3504	2446
429	33828	40094	14	19919	19711	1283	2874	11150	12139
430	38702	47669	9978	32682	31654	1821	4258	19439	33880
431	9122	32060	0	7533	6804	1796	590	5955	5541

Table C-VI
Dougherty Valley Model Land Use Data
Buildout No Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
432	3171	0	25802	7536	17238	48	880	4920	9418
433	0	16482	32961	15191	19757	231	3342	4431	21691
434	915	2054	35808	13723	10978	156	674	1848	8140

Table C-VII
Dougherty Valley Model Land Use Data
Year 2010 Project

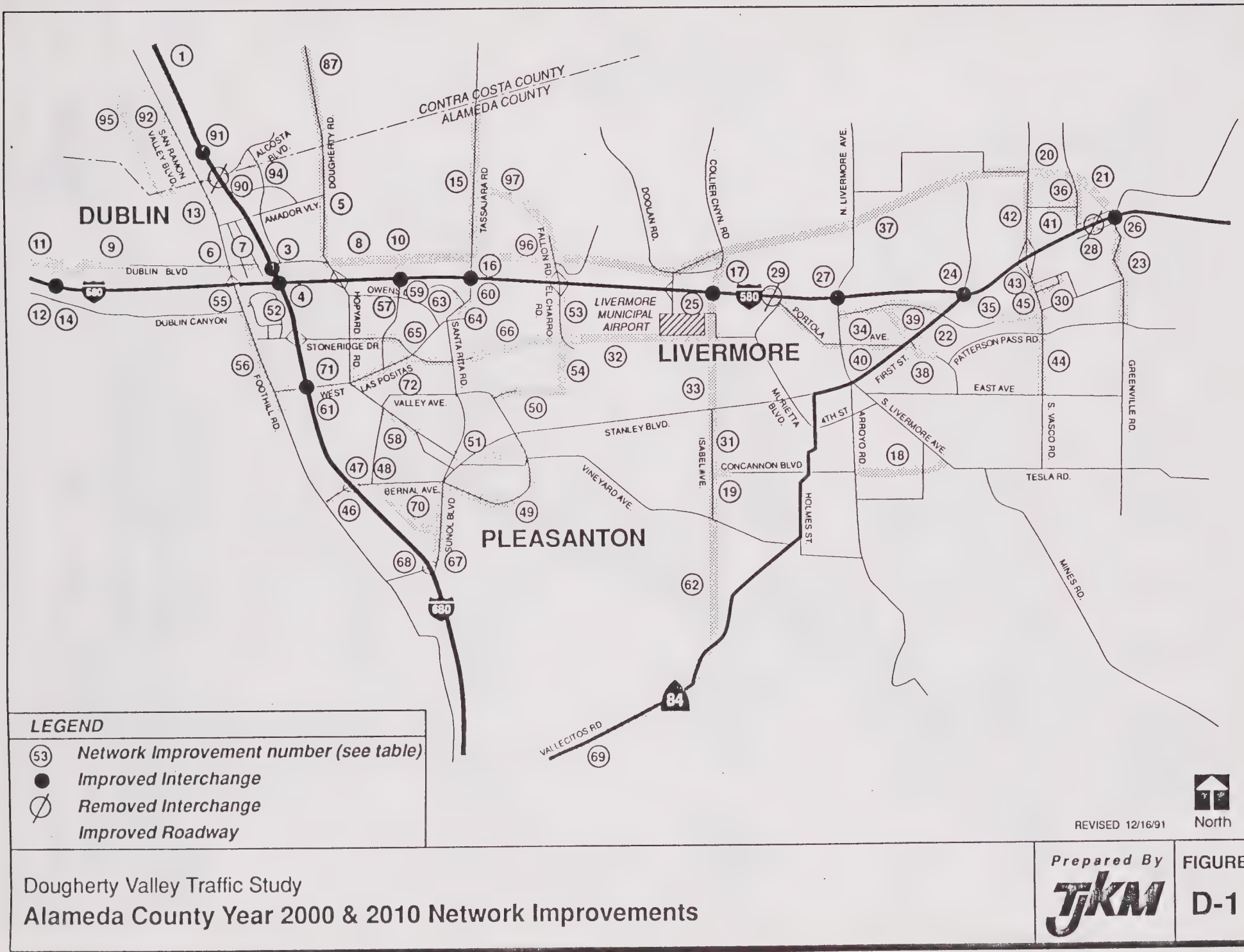
Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
265	0	0	1022	0	0	0	0	0	655
282	0	740	495	0	0	0	0	0	9
283	0	1693	738	112	0	0	0	0	1087
284	0	0	378	0	0	0	0	0	159
285	0	350	653	112	0	0	0	0	80
286	0	2588	0	0	0	0	0	0	156
289	0	400	0	500	0	0	0	0	1045
291	0	0	1637	0	0	0	0	0	128
292	0	0	0	0	0	0	0	0	0
293	0	306	0	0	0	0	0	0	0
294	0	0	0	0	0	0	0	0	1960
386	0	0	0	350	1	0	0	0	50

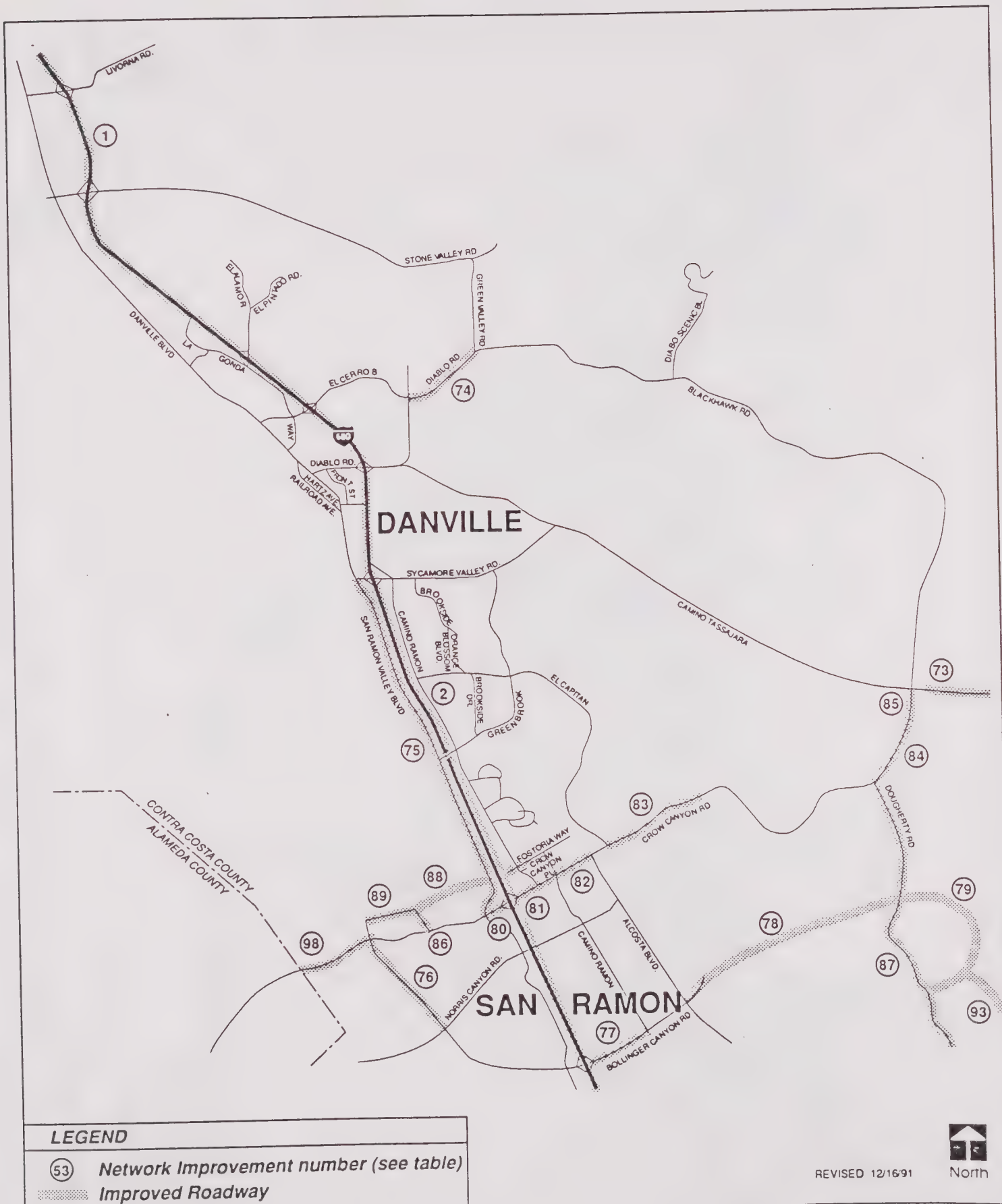
Table C-VIII
Dougherty Valley Model Land Use Data
Buildout Project

Zone	Low Income (du)	Medium Income (du)	High Income (du)	Retail (emp)	Service (emp)	Agriculture (emp)	Wholesale (emp)	Manufacturing (emp)	Other (emp)
265	0	0	1022	0	0	0	0	0	655
281	0	434	3910	0	0	0	0	0	12
282	0	740	495	0	0	0	0	0	9
283	0	1693	738	112	0	0	0	0	1087
284	0	0	378	0	0	0	0	0	159
285	0	350	653	112	0	0	0	0	80
286	0	2588	0	0	0	0	0	0	156
289	0	400	0	500	0	0	0	0	1045
291	0	0	1637	0	0	0	0	0	128
292	0	0	0	0	0	0	0	0	0
293	0	306	0	0	0	0	0	0	0
294	0	0	0	0	0	0	0	0	1960
386	0	0	0	350	1	0	0	0	50

Appendix D-5. Planned Highway Improvements

Appendix D: Planned Highway Improvements





Dougherty Valley Traffic Study
 Contra Costa County Year 2000 & 2010
 Network Improvements

Prepared By
TJKM

FIGURE
 D-2

TRI-VALLEY TRANSPORTATION MODEL

YEAR 2000 and 2010 NETWORK IMPROVEMENTS

	From	To	Cross Section (No. of lanes)			
			1990	2000	2010	
CALTRANS						
1.	I-680	Rudgear Rd.	Alcosta Blvd.	6	6+2 HOV	*
2.	I-680	Diablo Rd.	Bollinger Canyon Rd.	6	6+2 HOV+2 AUX	*
3.	I-680 @ S/O Dublin Blvd. - New IC (Hook ramps)			-		COMPLETED
4.	I-580 @ I-680 - New SB I-680 to EB I-580 Fly Over			IC	COMPLETED	*
DUBLIN						
5.	Dougherty Rd.	N. City Limit / County Line	I-580	2/4 UA	6 DA	*
6.	Dublin Blvd.	Donlon Way	San Ramon Rd.	2 DA	4 DA	*
7.	Dublin Blvd.	San Ramon Rd.	Village Pkwy.	4 DA	6 DA	*
8.	Dublin Blvd. East Ext.	Dougherty Rd.	Tassajara Rd.	-	2 DA	6 DA
9.	Dublin Blvd. West Ext.	Schaefer Ranch Rd. IC	End of Dublin Blvd.	-	2 DA	*
10.	Hacienda Dr.	Dublin Blvd. East Ext.	I-580	-	6 DA	*
11.	Hollis Canyon Blvd.	Eden Canyon Rd.	Schaefer Ranch Rd.	-	-	4 DA
12.	I-580 @ Schaefer Ranch Rd. - New IC (Diamond Northside / Hook Southside)			-	COMPLETED	*
13.	San Ramon Road	Vomac Road	Silvergate Dr.	2 UA	4 DA	*
14.	Schaefer Ranch Rd.	Dublin Canyon Rd.	Hollis Canyon Blvd.	-	4 DA	*
15.	Tassajara Rd.	N. City Limit / County Line	Dublin Blvd. East Ext.	2 UA	4 DA	*
16.	Tassajara Rd.	Dublin Blvd. East Ext.	I-580	2 UA	6 DA	*
LIVERMORE						
17.	Collier Canyon Rd.	Collier Canyon Rd.	I-580	-	-	4 DA
18.	Concannon Blvd. Ext.	Arroyo Rd.	Livermore Ave.	-	2 UA	*
19.	Concannon Blvd. Ext.	Murdell Ln.	Isabel Ave.	-	4 DA	*
20.	Dalton Ave. Ext.	Vasco Rd.	Laughlin Rd.	-	4 DA	*
21.	Dalton Ave. Ext.	Laughlin Rd.	I-580	-	-	4 DA
22.	First St.	Portola Ave.	I-580	2 UA	6 DA	*
23.	Greenville Rd.	I-580	Patterson Pass Rd.	2 DA	6 DA	*
24.	I-580 @ First St. - Change IC (Parcel "A") 4-Quad			IC	COMPLETED	*
25.	I-580 @ Kitty Hawk Rd. - New IC (Parcel "A") 4-Quad			-	-	COMPLETED
26.	I-580 @ New Greenville Rd. - New IC (Parcel "A") 4-Quad			-	PARTIAL	COMPLETED
27.	I-580 @ North Livermore Ave. - Change IC (Parcel "A") 4-Quad			IC	*	COMPLETED
28.	I-580 @ Old Greenville Rd. - Remove IC			IC	PARTIAL	REMOVED
29.	I-580 @ Portola Ave. - Remove IC			IC	*	REMOVED
30.	Industrial Way	Preston Ave.	Vasco Rd.	-	2 COL	*
31.	Isabel Ave.	I-580	Vineyard Ave.	-	2 UA	6 DA
32.	Jack London Pkwy.	El Charro Rd.	Kitty Hawk Rd.	-/2 UA	4 DA	*
33.	Kitty Hawk Rd.	Jack London Pkwy.	Stanley Blvd.	-	2 UA	*
34.	Las Positas Rd.	North Livermore Ave.	First St.	2 UA	4 DA	*
35.	Las Positas Rd. Ext.	Las Positas Rd.	Vasco Rd.	-	4 DA	*

TRI-VALLEY TRANSPORTATION MODEL
YEAR 2000 and 2010 NETWORK IMPROVEMENTS

			Cross Section (No. of lanes)			
	From	To	1990	2000	2010	
LIVERMORE (continued)						
36.	Laughlin Rd.	Dalton Ave.	Northfront Rd.	-	2 COL	•
37.	North Canyons Pkwy.	Doolan Rd.	Vasco Rd.	-1/4 DA	•	4 DA
38.	North Mines Rd.	First St.	North Mines Rd.	-	4 DA	•
39.	North Mines Rd. Ext.	Las Positas Rd.	First St.	-	2 COL	•
40.	Portola Ave.	Murrieta Blvd.	First St.	2/4 UA	4 DA	•
41.	Scenic Ave. Ext.	Vasco Rd.	Laughlin Rd.	-	2 COL	•
42.	Vasco Rd.	Dalton Ave.	I-580	2 UA/2 DA	•	4 DA
43.	Vasco Rd.	I-580	Patterson Pass Rd.	4 DA	•	6 DA
44.	Vasco Rd.	Patterson Pass Rd.	East Ave.	2/4 UA	4 DA	•
45.	Vasco Rd. (No Left Turns from Preston Ave. to Vasco Rd.)			4 DA	COMPLETED	•
PLEASANTON						
46.	Bernal Ave.	Foothill Rd.	I-680	2 UA	4 DA	•
47.	Bernal Ave. E/B	I-680	Koll Center Dr.	2 DA	3 DA	•
48.	Bernal Ave. E/B	Koll Center Dr.	Valley Ave.	2 DA	3 DA	•
49.	Bernal Ave. E/B	First St.	Stanley Blvd.	2 UA	4 UA	•
50.	Busch Rd.	Valley Ave.	El Charro Rd.	-	4 DA	•
51.	Del Valle Pkwy.	Main St.	Bernal Ave.	-	-	4 DA
52.	Dublin Canyon Rd. W/B	Stoneridge Mall Rd.	Foothill Rd.	2 UA	3 DA	•
53.	El Charro Rd.	I-580	Stoneridge Dr.	2 UA	4 DA	6 DA
54.	El Charro Rd.	Stoneridge Dr.	Busch Rd.	-	2 UA	4 DA
55.	Foothill Rd. N/B	Deodar Way	I-580	3 DA	4 DA	•
56.	Foothill Rd.	Stoneridge Dr.	Muirwood Dr.	2 UA	4 UA	•
57.	Hacienda Dr.	I-580	Owens Dr.	-	6 DA	•
58.	Hopyard Rd.	Valley Ave.	Division St.	2/4 UA	4 DA	•
59.	I-580 @ Hacienda Dr. - New IC (Parclo "A") 4-Quad			-	COMPLETED	•
60.	I-580 @ Santa Rita Rd. - Change IC (new Ramps - Parclo "A") 4-Quad			-	COMPLETED	•
61.	I-680 @ W. Las Positas Blvd. - New IC (Parclo "B") 2-Quad			-	-	COMPLETED
62.	Isabel Ave. Ext.	(Node 4164 on Vallecitos Rd)	Vineyard Ave.	-	-	4 DA
63.	Rosewood Dr.	Old Santa Rita Rd.	Santa Rita Rd.	4 DA	•	6 DA
64.	Santa Rita Rd.	I-580	Old Santa Rita Rd.	4 DA	6 DA	•
65.	Stoneridge Dr.	Hopyard Rd.	Santa Rita Rd.	4 DA	6 DA	•
66.	Stoneridge Dr.	Santa Rita Rd.	El Charro Rd.	-1/2 DA/4 DA	4 DA	6 DA
67.	Sunol Blvd.	First St.	I-680	4 UA	•	6 DA
68.	Sunol Blvd.	I-680	Castlewood Dr.	2 UA	•	4 DA
69.	Vallecitos Rd.	I-680	(Node 4164 on Vallecitos Rd.)	2 UA	•	4 DA
70.	Valley Avenue	Bernal Ave.	Sunol Blvd.	-	4 DA	•
71.	West Las Positas Blvd.	Foothill Rd.	Payne Rd.	2 UA	•	4 DA
72.	West Las Positas Blvd.	Hopyard Rd.	Stoneridge Dr.	4 DA	•	6 DA

TRI-VALLEY TRANSPORTATION MODEL

YEAR 2000 and 2010 NETWORK IMPROVEMENTS

		Cross Section (No. of lanes)				
		From	To	1990	2000	2010
DANVILLE						
73.	Camino Tassajara	(NODE 9349)	(NODE 9130)	2 DA	4 DA	*
74.	Diablo Rd.	Diablo Rd.	Green Valley Rd.	2 UA	4 UA	*
75.	San Ramon Valley Blvd.	Sycamore Valley Rd.	Crow Canyon Rd.	2 DA	4 DA	*
SAN RAMON						
76.	Bollinger Canyon Rd.	Crow Canyon Rd.	Norris Canyon Rd.	2 DA	4 DA	*
77.	Bollinger Canyon Rd.	I-680	Camino Ramon	6 DA	8 DA	*
78.	Bollinger Canyon Rd.	Alcosta Blvd.	Dougherty Rd.	-/4 DA	*	6 DA
79.	Bollinger Canyon Rd. Ext.	Dougherty Rd. N	Dougherty Rd. S	-	-	4 DA
80.	Crow Canyon Rd. E/B	San Ramon Valley Blvd.	N/B I-680 on Loop	3 DA	4 DA	*
81.	Crow Canyon Rd. W/B	Crow Canyon Pl.	S/B I-680 on Loop	3 DA	4 DA	*
82.	Crow Canyon Rd.	Crow Canyon Pl.	Alcosta Rd.	6 DA	8 DA	*
83.	Crow Canyon Rd.	El Capitan Dr.	St. George Rd.	4 DA	6 DA	*
84.	Crow Canyon Rd.	Dougherty Rd.	Tassajara Ranch Dr.	2 UA	4 DA	*
85.	Crow Canyon Rd.	Tassajara Ranch Dr.	Camino Tassajara	2 UA	6 DA	*
86.	Deerwood Place	Fostoria Way overcrossing	Crow Canyon Rd.	-	-	4 UA
87.	Dougherty Rd.	Crow Canyon Rd.	County Line	2/4 UA	4 DA	*
88.	Fostoria Way overcrossing	Camino Ramon	Deerwood Place	-	4 DA	*
89.	Fostoria Way overcrossing	Deerwood Place	Bollinger Canyon Rd.	-	2 UA	*
90.	I-680 @ Alcosta Blvd. - Remove S/B Off Ramp			RAMP	*	REMOVED
91.	I-680 @ San Ramon Valley Blvd. (Alcosta Blvd.) - New Hook Ramp			-	-	COMPLETED
92.	San Ramon Valley Blvd.	Pine Valley Rd.	Alcosta Blvd.	2 DA	4 DA	*
93.	Tassajara Connection	Bollinger Canyon Rd.	Tassajara Rd.	-	-	4 DA
94.	Village Pkwy. - Realign to Intersect Alcosta Blvd. @ Belle Meade Dr.			-	COMPLETED	*
95.	West Side Collector	San Ramon Valley Blvd. s/o Montevideo Dr.	San Ramon Valley Blvd. @ Alcosta Blvd.	-	2 COL	*
ALAMEDA COUNTY						
96.	Dublin Blvd. East Ext.	Tassajara Rd.	Doolan Rd.	-	2 DA	6 DA
97.	Fallon Rd.	Tassajara Rd.	I-580	-/2 UA	4 DA	*
CONTRA COSTA COUNTY						
98.	Crow Canyon Rd.	County Line	Bollinger Canyon Rd.	2 UA	*	4 UA

* = No change from previous network
 DA = Divided Arterial
 COL = Collector
 E/B = Eastbound

- = Non existent
 UA = Undivided Arterial
 IC = Interchange
 W/B = Westbound

Appendix D-6. Year 2000 Level of Service Calculations

Appendix E: Year 2000 Level of Service Calculations

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2000 - No Project

AM

PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.74	C	0.93	E
506	Camino Tass.	Sycamore Vlly	0.78	C	0.63	B
514	Alcosta Blvd.	Crow Canyon	0.59	A	0.74	C
515	Camino Ramon	Crow Canyon	0.79	C	0.78	C
518	San Ramon Vly	Crow Canyon	0.55	A	0.81	D
521	Camino Ramon	Bollinger Cyn	0.78	C	0.97	E
522	Alcosta Blvd.	Bollinger Cyn	0.71	C	0.80	C
551	Dougherty Rd.	Bollinger Cyn	0.23	A	0.34	A
564	Blackhawk Rd.	Camino Tass.	0.87	D	0.74	C
942	I-680 NB Off	Diablo Rd.	0.58	A	0.63	B
943	I-680 SB Off	Diablo Rd.	0.45	A	0.47	A
945	I-680 NB On	Sycamore Vlly	0.68	B	0.77	C
947	I-680 SB Off	Sycamore Vlly	0.39	A	0.43	A
949	I-680 NB Off	Crow Canyon	0.88	D	0.42	A
951	I-680 SB Off	Crow Canyon	0.74	C	0.61	B
953	I-680 NB Off	Bollinger Cyn	0.87	D	0.82	D
955	I-680 SB Off	Bollinger Cyn	0.51	A	0.33	A
957	I-680 NB Off	Alcosta Blvd.	0.55	A	0.58	A
958	I-680 SB On	Alcosta Blvd.	0.61	B	0.72	C
1361	Crow Cyn. Pl.	Crow Canyon	0.53	A	0.68	B
1369	Dougherty Rd.	Crow Canyon	0.42	A	0.66	B
1385	Sunset Dr.	Bollinger Cyn	0.82	D	1.12	F
1416	Highland Rd.	Camino Tass.	0.62	B	0.57	A
2201	Airway Blvd.	Dublin Extn.	0.48	A	0.42	A
2264	Alcosta Blvd.	Old Ranch Rd.	0.31	A	0.34	A
2265	Dougherty Rd.	Old Ranch Rd.	0.30	A	0.27	A
2280	Dougherty Rd.	Amador Valley	0.66	B	0.64	B
2290	Dougherty Rd.	S.P. R.O.W.	0.23	A	0.52	A
2291	S.P. R.O.W.	Dublin Extn.	0.42	A	0.51	A
2301	San Ramon Rd.	Dublin Blvd.	0.49	A	0.87	D
2307	Dougherty Rd.	Dublin Blvd.	0.74	C	0.95	E
2308	Dougherty Rd.	I-580 WB Off	0.58	A	0.63	B
2309	Hopyard Rd.	I-580 EB Off	0.59	A	0.57	A
2322	Tassajara Rd.	I-580 WB Off	0.50	A	0.67	B
2323	Santa Rita Rd	I-580 EB Off	0.58	A	1.02	F
2383	Fallon Rd.	Dublin Extn.	0.82	D	0.65	B
2384	Tassajara Rd.	Dublin Extn.	1.28	F	0.93	E
2385	Hacienda Dr.	Dublin Extn.	0.89	D	0.82	D
2386	Hacienda Dr.	I-580 WB Off	0.41	A	0.42	A
2387	Hacienda Dr.	I-580 EB Off	0.33	A	0.42	A
2507	Dougherty Rd.	S. Bollinger	0.18	A	0.17	A
2514	Tassajara Rd.	Fallon Extn.	0.85	D	0.74	C

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2000 With Project

AM

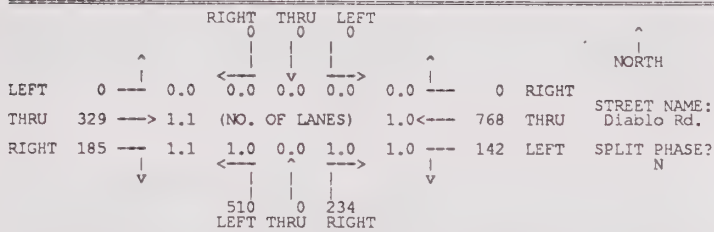
PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.73	C	0.93	E
506	Camino Tass.	Sycamore Vlly	0.90	D	0.72	C
514	Alcosta Blvd.	Crow Canyon	0.61	B	0.75	C
515	Camino Ramon	Crow Canyon	0.81	D	0.79	C
518	San Ramon Vly	Crow Canyon	0.59	A	0.83	D
521	Camino Ramon	Bollinger Cyn	0.87	D	0.99	E
522	Alcosta Blvd.	Bollinger Cyn	0.90	D	0.91	E
551	Dougherty Rd.	Bollinger Cyn	0.74	C	0.79	C
564	Blackhawk Rd.	Camino Tass.	1.13	F	0.97	E
942	I-680 NB Off	Diablo Rd.	0.58	A	0.63	B
943	I-680 SB Off	Diablo Rd.	0.44	A	0.47	A
945	I-680 NB On	Sycamore Vlly	0.90	D	0.87	D
947	I-680 SB Off	Sycamore Vlly	0.40	A	0.44	A
949	I-680 NB Off	Crow Canyon	0.88	D	0.43	A
951	I-680 SB Off	Crow Canyon	0.74	C	0.62	B
953	I-680 NB Off	Bollinger Cyn	0.88	D	0.81	D
955	I-680 SB Off	Bollinger Cyn	0.52	A	0.35	A
957	I-680 NB Off	Alcosta Blvd.	0.53	A	0.65	B
958	I-680 SB On	Alcosta Blvd.	0.61	B	0.71	C
1361	Crow Cyn. Pl.	Crow Canyon	0.55	A	0.67	B
1369	Dougherty Rd.	Crow Canyon	0.51	A	0.79	C
1385	Sunset Dr.	Bollinger Cyn	0.87	D	1.13	F
1416	Highland Rd.	Camino Tass.	0.63	B	0.53	A
2201	Airway Blvd.	Dublin Extn.	0.48	A	0.41	A
2264	Alcosta Blvd.	Old Ranch Rd.	0.38	A	0.41	A
2265	Dougherty Rd.	Old Ranch Rd.	0.59	A	0.51	A
2280	Dougherty Rd.	Amador Valley	0.81	D	0.79	C
2290	Dougherty Rd.	S.P. R.O.W.	0.47	A	0.84	D
2291	S.P. R.O.W.	Dublin Extn.	0.59	A	0.72	C
2301	San Ramon Rd.	Dublin Blvd.	0.50	A	0.88	D
2307	Dougherty Rd.	Dublin Blvd.	0.84	D	1.01	F
2308	Dougherty Rd.	I-580 WB Off	0.63	B	0.76	C
2309	Hopyard Rd.	I-580 EB Off	0.64	B	0.64	B
2322	Tassajara Rd.	I-580 WB Off	0.48	A	0.69	B
2323	Santa Rita Rd	I-580 EB Off	0.57	A	1.06	F
2383	Fallon Rd.	Dublin Extn.	0.75	C	0.63	B
2384	Tassajara Rd.	Dublin Extn.	1.15	F	0.94	E
2385	Hacienda Dr.	Dublin Extn.	0.90	D	0.87	D
2386	Hacienda Dr.	I-580 WB Off	0.42	A	0.40	A
2387	Hacienda Dr.	I-580 EB Off	0.33	A	0.40	A
2507	Dougherty Rd.	S. Bollinger	0.51	A	0.58	A
2514	Tassajara Rd.	Fallon Extn.	0.84	D	0.74	C
2602	Bollinger Cyn	Windemere Pky	0.17	A	0.29	A

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	234	92 *	1720	0.0535	
LEFT (L)	510	510	1720	0.2965	0.2965
EB RIGHT (R)	185	185	1720	0.1076	
THRU (T)	329	329	1720	0.1913	
T + R		514	1720	0.2988	
WB THRU (T)	768	768	1720	0.4465	0.4465
LEFT (L)	142	142	1720	0.0826	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
 INTERSECTION LEVEL OF SERVICE: C

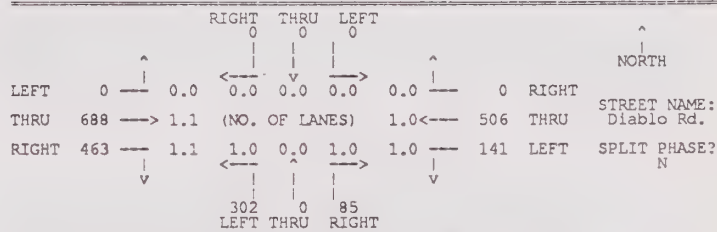
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	
LEFT (L)	302	302	1720	0.1756	0.1756
EB RIGHT (R)	463	463	1720	0.2692	
THRU (T)	688	688	1720	0.4000	
T + R		1151	1720	0.6692	0.6692
WB THRU (T)	506	506	1720	0.2942	
LEFT (L)	141	141	1720	0.0820	0.0820

TOTAL VOLUME-TO-CAPACITY RATIO: 0.93
 INTERSECTION LEVEL OF SERVICE: E

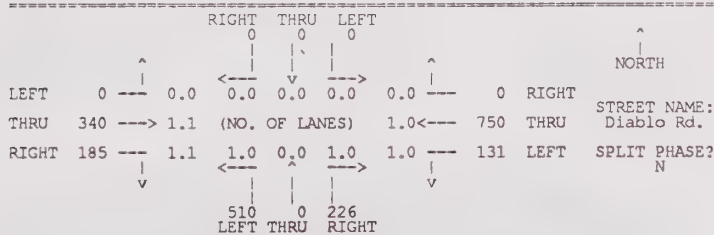
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	95 *	1720	0.0552	
LEFT (L)	510	510	1720	0.2965	0.2965
EB RIGHT (R)	185	185	1720	0.1076	
THRU (T)	340	340	1720	0.1977	
T + R		525	1720	0.3052	
WB THRU (T)	750	750	1720	0.4360	0.4360
LEFT (L)	131	131	1720	0.0762	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
 INTERSECTION LEVEL OF SERVICE: C

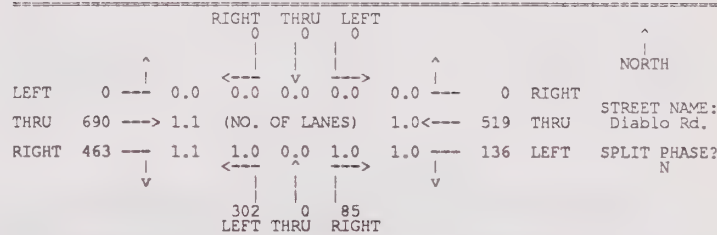
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

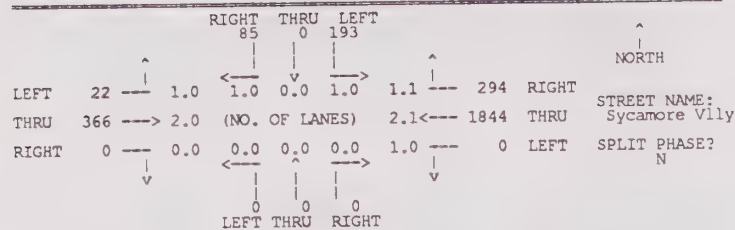
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	
LEFT (L)	302	302	1720	0.1756	0.1756
EB RIGHT (R)	463	463	1720	0.2692	
THRU (T)	690	690	1720	0.4012	
T + R		1153	1720	0.6703	0.6703
WB THRU (T)	519	519	1720	0.3017	
LEFT (L)	136	136	1720	0.0791	0.0791

TOTAL VOLUME-TO-CAPACITY RATIO: 0.93
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

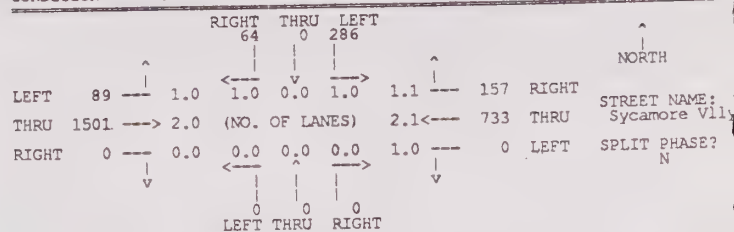
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	85	63 *	1650	0.0382	
LEFT (L)	193	193	1650	0.1170	0.1170
EB THRU (T)	366	366	3300	0.1109	
LEFT (L)	22	22	1650	0.0133	0.0133
WB RIGHT (R)	294	294	1650	0.1782	
THRU (T)	1844	1844	3300	0.5588	
LEFT (L)	0	0	1650	0.0000	
T + R		2138	3300	0.6479	0.6479

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
 INTERSECTION LEVEL OF SERVICE: C

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

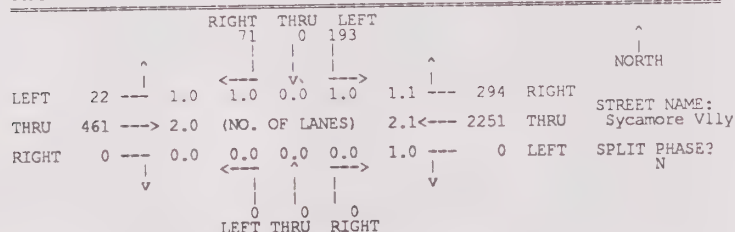
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	64	0 *	1650	0.0000	
LEFT (L)	286	286	1650	0.1733	0.1733
EB THRU (T)	1501	1501	3300	0.4548	
LEFT (L)	89	89	1650	0.0539	0.0539
WB RIGHT (R)	157	157	1650	0.0952	
THRU (T)	733	733	3300	0.2221	
LEFT (L)	0	0	1650	0.0000	
T + R		890	3300	0.2697	0.2697

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

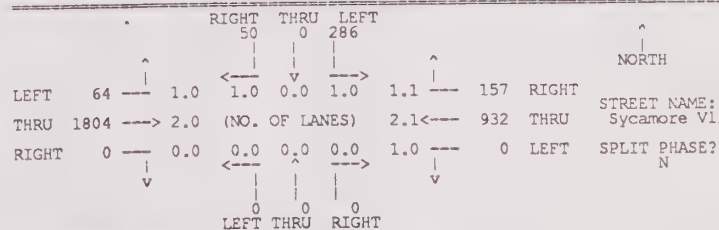
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	71	49 *	1650	0.0297	
LEFT (L)	193	193	1650	0.1170	0.1170
EB THRU (T)	461	461	3300	0.1397	
LEFT (L)	22	22	1650	0.0133	0.0133
WB RIGHT (R)	294	294	1650	0.1782	
THRU (T)	2251	2251	3300	0.6821	
LEFT (L)	0	0	1650	0.0000	
T + R		2545	3300	0.7712	0.7712

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	50	0 *	1650	0.0000	
LEFT (L)	286	286	1650	0.1733	0.1733
EB THRU (T)	1804	1804	3300	0.5467	
LEFT (L)	64	64	1650	0.0388	0.0388
WB RIGHT (R)	157	157	1650	0.0952	
THRU (T)	932	932	3300	0.2824	
LEFT (L)	0	0	1650	0.0000	
T + R		1089	3300	0.3300	0.3300

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
 INTERSECTION LEVEL OF SERVICE: C

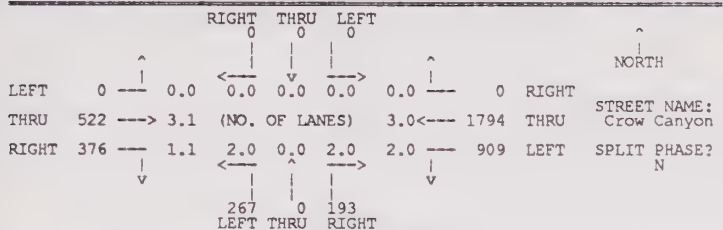
* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	193	0 *	3127	0.0000	0.0854
LEFT (L)	267	267	3127	0.0854	
EB RIGHT (R)	376	376	1720	0.2186	0.2186
THRU (T)	522	522	5160	0.1012	
T + R		898	5160	0.1740	
WB THRU (T)	1794	1794	5160	0.3477	0.2907
LEFT (L)	909	909	3127	0.2907	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

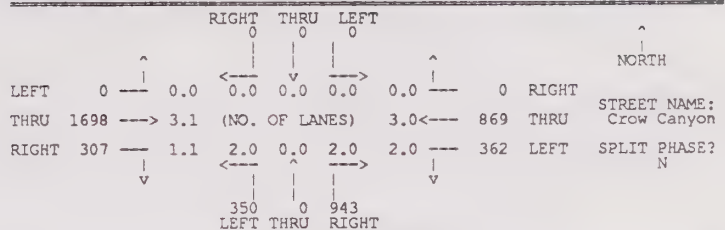
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	943	744 *	3127	0.2379	0.2379
LEFT (L)	350	350	3127	0.1119	
EB RIGHT (R)	307	307	1720	0.1785	0.3886
THRU (T)	1698	1698	5160	0.3291	
T + R		2005	5160	0.3886	
WB THRU (T)	869	869	5160	0.1684	0.1158
LEFT (L)	362	362	3127	0.1158	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

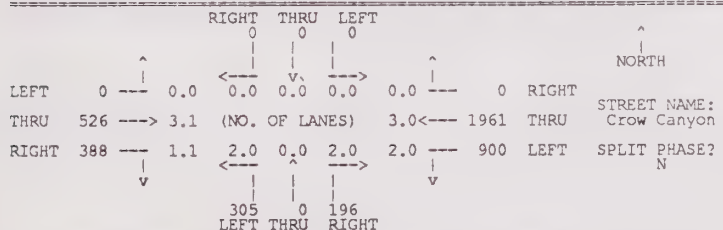
* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	196	0 *	3127	0.0000	0.0975
LEFT (L)	305	305	3127	0.0975	
EB RIGHT (R)	388	388	1720	0.2256	0.2256
THRU (T)	526	526	5160	0.1019	
T + R		914	5160	0.1771	
WB THRU (T)	1961	1961	5160	0.3800	0.2878
LEFT (L)	900	900	3127	0.2878	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

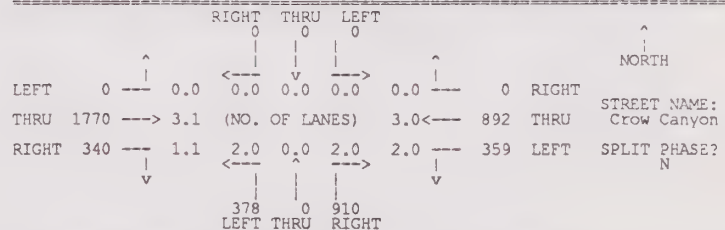
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

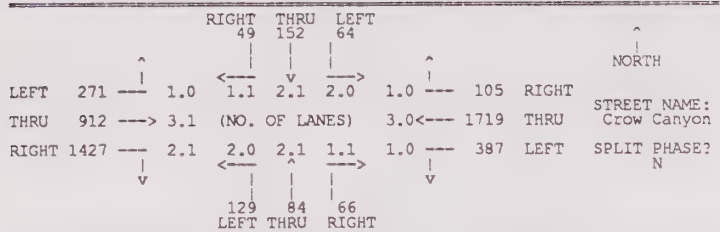
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	910	713 *	3127	0.2280	0.2280
LEFT (L)	378	378	3127	0.1209	
EB RIGHT (R)	340	340	1720	0.1977	0.4089
THRU (T)	1770	1770	5160	0.3430	
T + R		2110	5160	0.4089	
WB THRU (T)	892	892	5160	0.1729	0.1148
LEFT (L)	359	359	3127	0.1148	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION

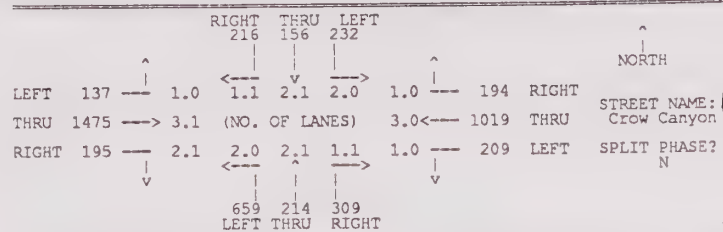


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	66	66	1650	0.0400	0.0455
THRU (T)	84	84	3300	0.0255	
LEFT (L)	129	129	3000	0.0430	
T + R		150	3300	0.0455	
SB RIGHT (R)	49	49	1650	0.0297	0.0609
THRU (T)	152	152	3300	0.0461	
LEFT (L)	64	64	3000	0.0213	
T + R		201	3300	0.0609	
EB RIGHT (R)	1427	1356 *	3000	0.4520	0.4520
THRU (T)	912	912	4950	0.1842	
LEFT (L)	271	271	1650	0.1642	
T + R		2268	6300	0.3600	
WB RIGHT (R)	105	70 *	1650	0.0424	0.2345
THRU (T)	1719	1719	4950	0.3473	
LEFT (L)	387	387	1650	0.2345	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.79
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION

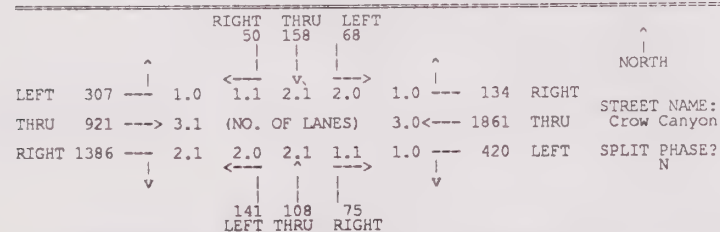


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	309	309	1650	0.1873	0.2197
THRU (T)	214	214	3300	0.0648	
LEFT (L)	659	659	3000	0.2197	
T + R		523	3300	0.1585	
SB RIGHT (R)	216	216	1650	0.1309	0.1309
THRU (T)	156	156	3300	0.0473	
LEFT (L)	232	232	3000	0.0773	
T + R		372	3300	0.1127	
EB RIGHT (R)	195	0 *	3000	0.0000	0.2980
THRU (T)	1475	1475	4950	0.2980	
LEFT (L)	137	137	1650	0.0830	
T + R		1475	6300	0.2341	
WB RIGHT (R)	194	66 *	1650	0.0400	0.1267
THRU (T)	1019	1019	4950	0.2059	
LEFT (L)	209	209	1650	0.1267	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.78
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION

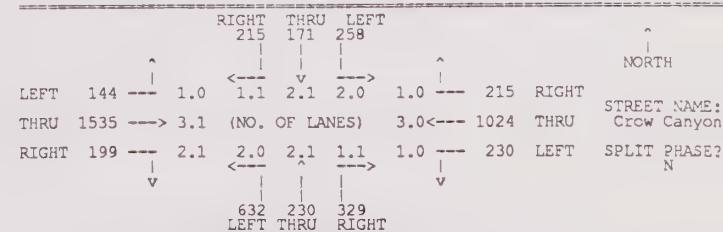


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	75	75	1650	0.0455	0.0555
THRU (T)	108	108	3300	0.0327	
LEFT (L)	141	141	3000	0.0470	
T + R		183	3300	0.0555	
SB RIGHT (R)	50	50	1650	0.0303	0.0630
THRU (T)	158	158	3300	0.0479	
LEFT (L)	68	68	3000	0.0227	
T + R		208	3300	0.0630	
EB RIGHT (R)	1386	1308 *	3000	0.4360	0.4360
THRU (T)	921	921	4950	0.1861	
LEFT (L)	307	307	1650	0.1861	
T + R		2229	6300	0.3538	
WB RIGHT (R)	134	97 *	1650	0.0588	0.2545
THRU (T)	1861	1861	4950	0.3760	
LEFT (L)	420	420	1650	0.2545	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.81
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



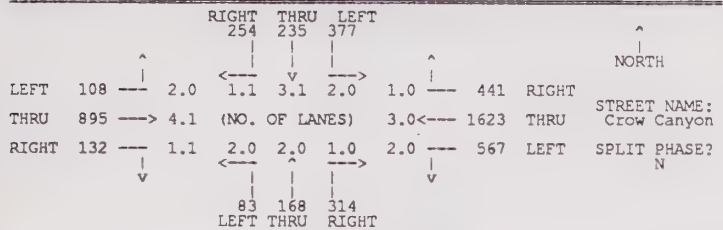
6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	329	329	1650	0.1994	0.2107
THRU (T)	230	230	3300	0.0697	
LEFT (L)	632	632	3000	0.2107	
T + R		559	3300	0.1694	
SB RIGHT (R)	215	215	1650	0.1303	0.1303
THRU (T)	171	171	3300	0.0518	
LEFT (L)	258	258	3000	0.0860	
T + R		386	3300	0.1170	
EB RIGHT (R)	199	0 *	3000	0.0000	0.3101
THRU (T)	1535	1535	4950	0.3101	
LEFT (L)	144	144	1650	0.0873	
T + R		1535	6300	0.2437	
WB RIGHT (R)	215	73 *	1650	0.0442	0.1394
THRU (T)	1024	1024	4950	0.2069	
LEFT (L)	230	230	1650	0.1394	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.79
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	314	2 *	1650	0.0012	
THRU (T)	168	168	3300	0.0509	
LEFT (L)	83	83	3000	0.0277	0.0277
SB RIGHT (R)	254	254	1650	0.1539	0.1539
THRU (T)	235	235	4950	0.0475	
LEFT (L)	377	377	3000	0.1257	
T + R		489	4950	0.0988	
EB RIGHT (R)	132	132	1650	0.0800	
THRU (T)	895	895	6600	0.1356	
LEFT (L)	108	108	3000	0.0360	0.0360
T + R		1027	6600	0.1556	
WB RIGHT (R)	441	234 *	1650	0.1418	
THRU (T)	1623	1623	4950	0.3279	0.3279
LEFT (L)	567	567	3000	0.1890	

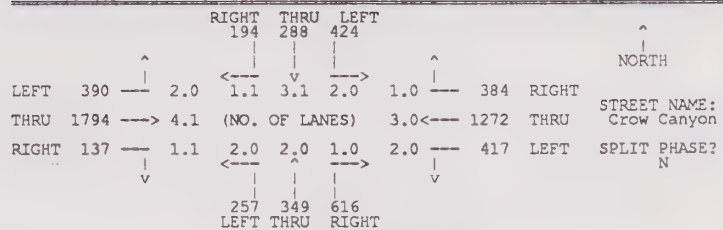
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	616	387 *	1650	0.2345	0.2345
THRU (T)	349	349	3300	0.1058	
LEFT (L)	257	257	3000	0.0857	
SB RIGHT (R)	194	194	1650	0.1176	
THRU (T)	288	288	4950	0.0582	
LEFT (L)	424	424	3000	0.1413	0.1413
T + R		482	4950	0.0974	
EB RIGHT (R)	137	137	1650	0.0830	
THRU (T)	1794	1794	6600	0.2718	
LEFT (L)	390	390	3000	0.1300	
T + R		1931	6600	0.2926	0.2926
WB RIGHT (R)	384	151 *	1650	0.0915	
THRU (T)	1272	1272	4950	0.2570	
LEFT (L)	417	417	3000	0.1390	0.1390

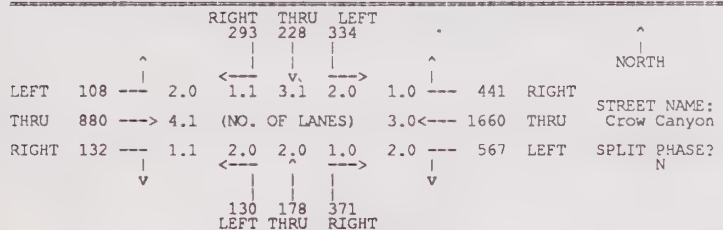
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	371	59 *	1650	0.0358	
THRU (T)	178	178	3300	0.0539	
LEFT (L)	130	130	3000	0.0433	0.0433
SB RIGHT (R)	293	293	1650	0.1776	0.1776
THRU (T)	228	228	4950	0.0461	
LEFT (L)	334	334	3000	0.1113	
T + R		521	4950	0.1053	
EB RIGHT (R)	132	132	1650	0.0800	
THRU (T)	880	880	6600	0.1333	
LEFT (L)	108	108	3000	0.0360	0.0360
T + R		1012	6600	0.1533	
WB RIGHT (R)	441	257 *	1650	0.1558	
THRU (T)	1660	1660	4950	0.3354	0.3354
LEFT (L)	567	567	3000	0.1890	

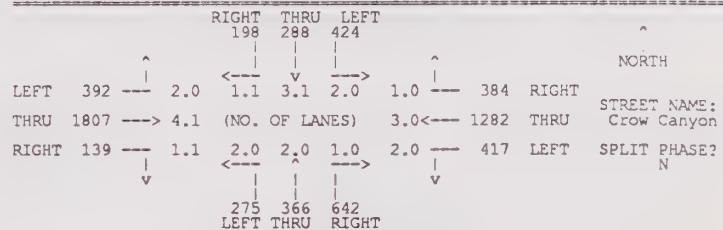
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	642	413 *	1650	0.2503	0.2503
THRU (T)	366	366	3300	0.1109	
LEFT (L)	275	275	3000	0.0917	
SB RIGHT (R)	198	198	1650	0.1200	
THRU (T)	288	288	4950	0.0582	
LEFT (L)	424	424	3000	0.1413	0.1413
T + R		486	4950	0.0982	
EB RIGHT (R)	139	139	1650	0.0842	
THRU (T)	1807	1807	6600	0.2738	
LEFT (L)	392	392	3000	0.1307	
T + R		1946	6600	0.2948	0.2948
WB RIGHT (R)	384	151 *	1650	0.0915	
THRU (T)	1282	1282	4950	0.2590	
LEFT (L)	417	417	3000	0.1390	0.1390

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

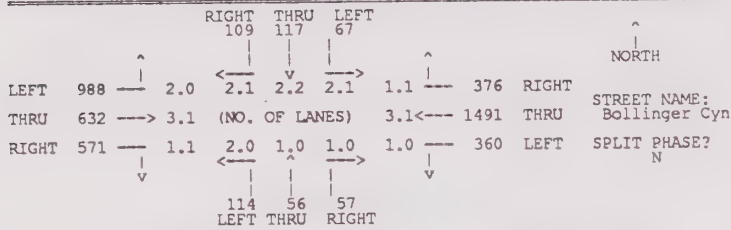
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Ramon

SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	57	0 *	1650	0.0000	
THRU (T)	56	56	1650	0.0339	
LEFT (L)	114	114	3000	0.0380	0.0380
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	117	117	3300	0.0355	
LEFT (L)	67	67	3000	0.0223	
T + R	117	117	4650	0.0252	
T + L	184	184	4650	0.0396	0.0396
T + R + L	184	184	6000	0.0307	
EB RIGHT (R)	571	571	1650	0.3461	
THRU (T)	632	632	4950	0.1277	
LEFT (L)	988	988	3000	0.3293	0.3293
T + R	1203	1203	4950	0.2430	
WB RIGHT (R)	376	376	1650	0.2279	
THRU (T)	1491	1491	4950	0.3012	
LEFT (L)	360	360	1650	0.2182	
T + R	1867	1867	4950	0.3772	0.3772

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.78
C

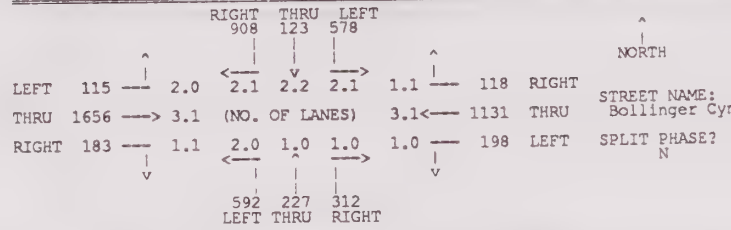
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Ramon

SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	312	114 *	1650	0.0691	
THRU (T)	227	227	1650	0.1376	
LEFT (L)	592	592	3000	0.1973	0.1973
SB RIGHT (R)	908	845 *	3000	0.2817	0.2817
THRU (T)	123	123	3300	0.0373	
LEFT (L)	578	578	3000	0.1927	
T + R	968	968	4650	0.2082	
T + L	701	701	4650	0.1508	
T + R + L	1546	1546	6000	0.2577	
EB RIGHT (R)	183	183	1650	0.1109	
THRU (T)	1656	1656	4950	0.3345	
LEFT (L)	115	115	3000	0.0383	
T + R	1839	1839	4950	0.3715	0.3715
WB RIGHT (R)	118	118	1650	0.0715	
THRU (T)	1131	1131	4950	0.2285	
LEFT (L)	198	198	1650	0.1200	0.1200
T + R	1249	1249	4950	0.2523	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.97
E

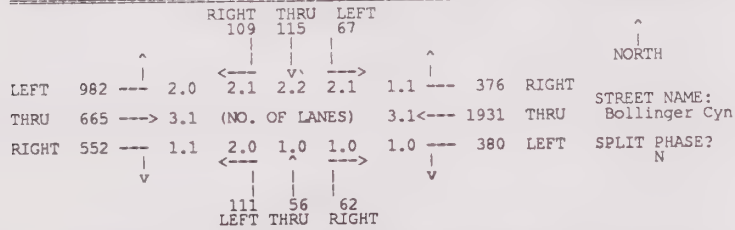
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Ramon

SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	62	0 *	1650	0.0000	
THRU (T)	56	56	1650	0.0339	
LEFT (L)	111	111	3000	0.0370	0.0370
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	115	115	3300	0.0348	
LEFT (L)	67	67	3000	0.0223	
T + R	115	115	4650	0.0247	
T + L	182	182	4650	0.0391	0.0391
T + R + L	182	182	6000	0.0303	
EB RIGHT (R)	552	552	1650	0.3345	
THRU (T)	665	665	4950	0.1343	
LEFT (L)	982	982	3000	0.3273	0.3273
T + R	1217	1217	4950	0.2459	
WB RIGHT (R)	376	376	1650	0.2279	
THRU (T)	1931	1931	4950	0.3901	
LEFT (L)	380	380	1650	0.2303	
T + R	2307	2307	4950	0.4661	0.4661

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.87
D

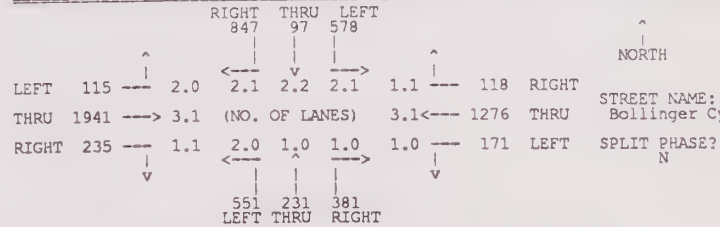
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Camino Ramon

SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	381	210 *	1650	0.1273	
THRU (T)	231	231	1650	0.1400	
LEFT (L)	551	551	3000	0.1837	0.1837
SB RIGHT (R)	847	784 *	3000	0.2613	0.2613
THRU (T)	97	97	3300	0.0294	
LEFT (L)	578	578	3000	0.1927	
T + R	881	881	4650	0.1895	
T + L	675	675	4650	0.1452	
T + R + L	1459	1459	6000	0.2432	
EB RIGHT (R)	235	235	1650	0.1424	
THRU (T)	1941	1941	4950	0.3921	
LEFT (L)	115	115	3000	0.0383	
T + R	2176	2176	4950	0.4396	0.4396
WB RIGHT (R)	118	118	1650	0.0715	
THRU (T)	1276	1276	4950	0.2578	
LEFT (L)	171	171	1650	0.1036	0.1036
T + R	1394	1394	4950	0.2816	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.99
E

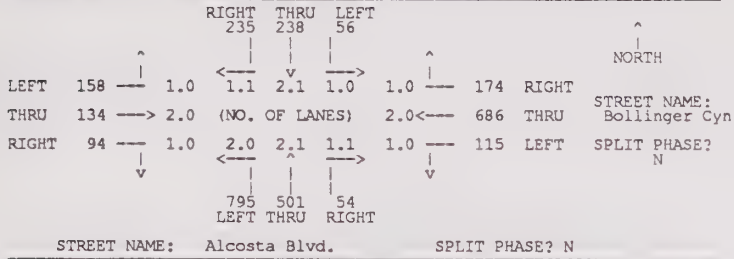
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	54	54	1650	0.0327	0.2650
THRU (T)	501	501	3300	0.1518	
LEFT (L)	795	795	3000	0.2650	
T + R		555	3300	0.1682	
SB RIGHT (R)	235	235	1650	0.1424	0.1433
THRU (T)	238	238	3300	0.0721	
LEFT (L)	56	56	3300	0.0339	
T + R		473	3300	0.1433	
EB RIGHT (R)	94	0 *	1650	0.0000	0.0958
THRU (T)	134	134	3300	0.0406	
LEFT (L)	158	158	1650	0.0958	
WB RIGHT (R)	174	118 *	1650	0.0715	0.2079
THRU (T)	686	686	3300	0.2079	
LEFT (L)	115	115	1650	0.0697	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
 INTERSECTION LEVEL OF SERVICE: C

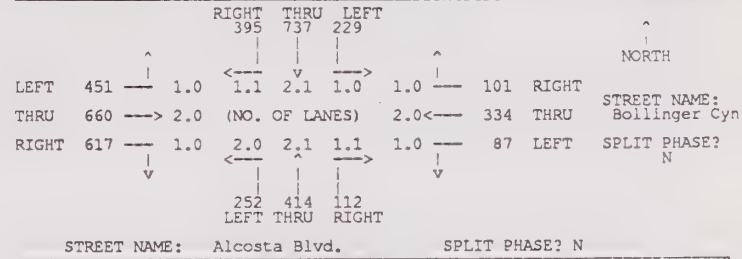
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	112	112	1650	0.0679	0.0840
THRU (T)	414	414	3300	0.1255	
LEFT (L)	252	252	3000	0.0840	
T + R		526	3300	0.1594	
SB RIGHT (R)	395	395	1650	0.2394	0.3430
THRU (T)	737	737	3300	0.2233	
LEFT (L)	229	229	1650	0.1388	
T + R		1132	3300	0.3430	
EB RIGHT (R)	617	478 *	1650	0.2897	0.2733
THRU (T)	660	660	3300	0.2000	
LEFT (L)	451	451	1650	0.2733	
WB RIGHT (R)	101	0 *	1650	0.0000	0.1012
THRU (T)	334	334	3300	0.1012	
LEFT (L)	87	87	1650	0.0527	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

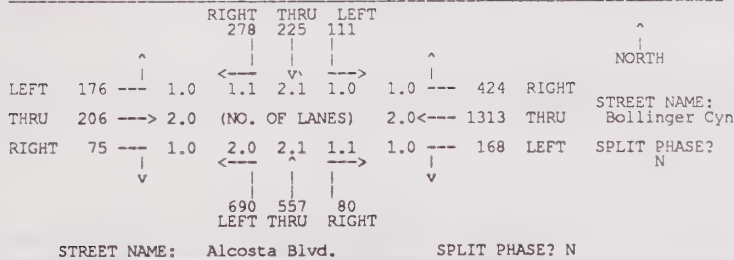
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	80	80	1650	0.0485	0.2300
THRU (T)	557	557	3300	0.1688	
LEFT (L)	690	690	3000	0.2300	
T + R		637	3300	0.1930	
SB RIGHT (R)	278	278	1650	0.1685	0.1685
THRU (T)	225	225	3300	0.0682	
LEFT (L)	111	111	1650	0.0673	
T + R		503	3300	0.1524	
EB RIGHT (R)	75	0 *	1650	0.0000	0.1067
THRU (T)	206	206	3300	0.0624	
LEFT (L)	176	176	1650	0.1067	
WB RIGHT (R)	424	313 *	1650	0.1897	0.3979
THRU (T)	1313	1313	3300	0.3979	
LEFT (L)	168	168	1650	0.1018	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

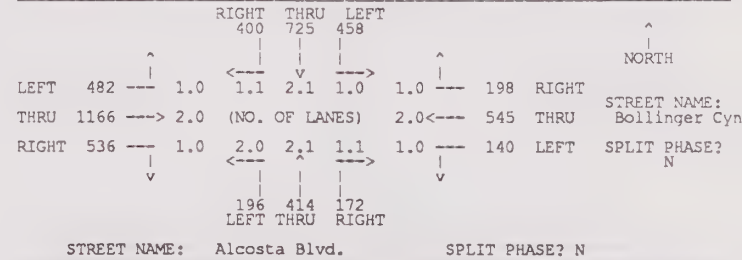
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



8 PHASE SIGNAL

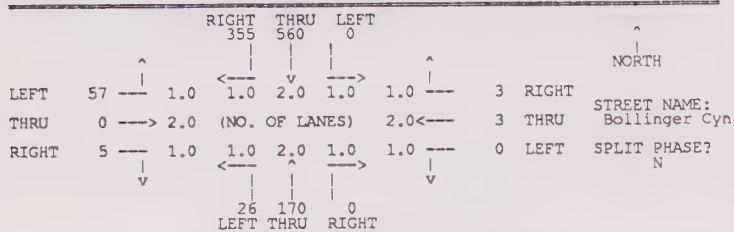
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	172	172	1650	0.1042	0.1776
THRU (T)	414	414	3300	0.1255	
LEFT (L)	196	196	3000	0.0653	
T + R		586	3300	0.1776	
SB RIGHT (R)	400	400	1650	0.2424	0.2776
THRU (T)	725	725	3300	0.2197	
LEFT (L)	458	458	1650	0.2776	
T + R		1125	3300	0.3409	
EB RIGHT (R)	536	428 *	1650	0.2594	0.2921
THRU (T)	1166	1166	3300	0.3533	
LEFT (L)	482	482	1650	0.2921	
WB RIGHT (R)	198	0 *	1650	0.0000	0.1652
THRU (T)	545	545	3300	0.1652	
LEFT (L)	140	140	1650	0.0848	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project FILE 29133-00

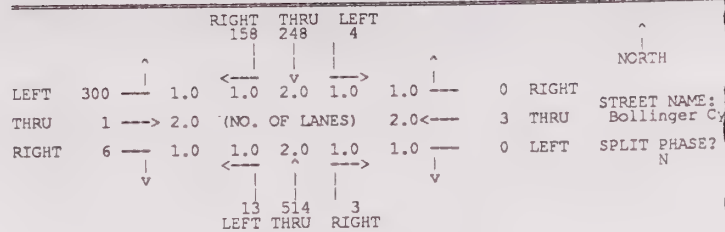


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	0.0158
THRU (T)	170	170	3300	0.0515	
LEFT (L)	26	26	1650	0.0158	
SB RIGHT (R)	355	298 *	1650	0.1806	0.1806
THRU (T)	560	560	3300	0.1697	
LEFT (L)	0	0	1650	0.0000	
EB RIGHT (R)	5	0 *	1650	0.0000	0.0345
THRU (T)	0	0	3300	0.0000	
LEFT (L)	57	57	1650	0.0345	
WB RIGHT (R)	3	3	1650	0.0018	0.0018
THRU (T)	3	3	3300	0.0009	
LEFT (L)	0	0	1650	0.0000	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.23
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project FILE 29133-00

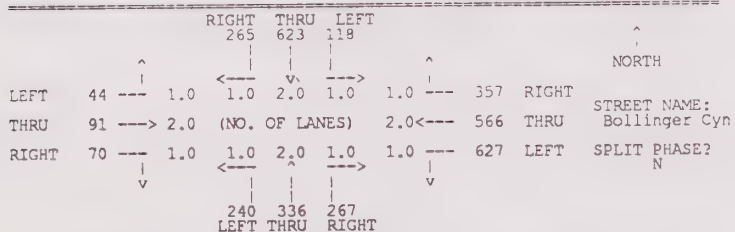


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	3	3	1650	0.0018	0.1558
THRU (T)	514	514	3300	0.1558	
LEFT (L)	13	13	1650	0.0079	
SB RIGHT (R)	158	0 *	1650	0.0000	0.0024
THRU (T)	248	248	3300	0.0752	
LEFT (L)	4	4	1650	0.0024	
EB RIGHT (R)	6	0 *	1650	0.0000	0.1818
THRU (T)	300	300	3300	0.0909	
LEFT (L)	1	1	1650	0.0003	
WB RIGHT (R)	0	0	1650	0.0000	0.0009
THRU (T)	3	3	3300	0.0009	
LEFT (L)	0	0	1650	0.0000	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.34
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project FILE 29133-00

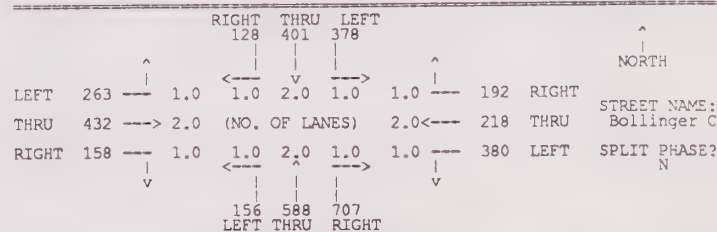


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	267	0 *	1650	0.0000	0.1455
THRU (T)	336	336	3300	0.1018	
LEFT (L)	240	240	1650	0.1455	
SB RIGHT (R)	265	221 *	1650	0.1339	0.1888
THRU (T)	623	623	3300	0.1888	
LEFT (L)	118	118	1650	0.0715	
EB RIGHT (R)	70	0 *	1650	0.0000	0.0276
THRU (T)	91	91	3300	0.0276	
LEFT (L)	44	44	1650	0.0267	
WB RIGHT (R)	357	239 *	1650	0.1448	0.3800
THRU (T)	566	566	3300	0.1715	
LEFT (L)	627	627	1650	0.3800	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.74
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project FILE 29133-00



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	707	327 *	1650	0.1982	0.1982
THRU (T)	588	588	3300	0.1782	
LEFT (L)	156	156	1650	0.0945	
SB RIGHT (R)	128	0 *	1650	0.0000	0.2291
THRU (T)	401	401	3300	0.1215	
LEFT (L)	378	378	1650	0.2291	
EB RIGHT (R)	158	2 *	1650	0.0012	0.1309
THRU (T)	432	432	3300	0.1309	
LEFT (L)	263	263	1650	0.1594	
WB RIGHT (R)	192	0 *	1650	0.0000	0.2303
THRU (T)	218	218	3300	0.0661	
LEFT (L)	380	380	1650	0.2303	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.79
INTERSECTION LEVEL OF SERVICE:					C

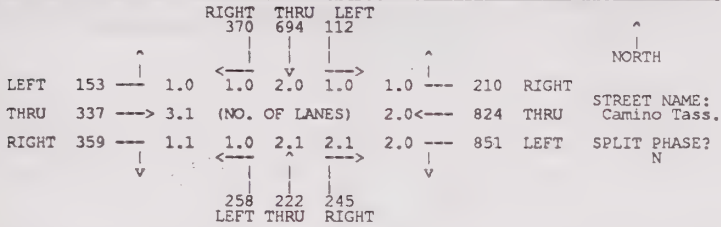
* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
CONDITION :



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	245	0 *	3000	0.0000	0.1564
THRU (T)	222	222	3300	0.0673	
LEFT (L)	258	258	1650	0.1564	
T + R		222	4650	0.0477	
SB RIGHT (R)	370	217 *	1650	0.1315	0.2103
THRU (T)	694	694	3300	0.2103	
LEFT (L)	112	112	1650	0.0679	
T + R					
EB RIGHT (R)	359	359	1650	0.2176	0.2176
THRU (T)	337	337	4950	0.0681	
LEFT (L)	153	153	1650	0.0927	
T + R		696	4950	0.1406	
WB RIGHT (R)	210	98 *	1650	0.0594	0.2837
THRU (T)	824	824	3300	0.2497	
LEFT (L)	851	851	3000	0.2837	
T + R					
TOTAL VOLUME-TO-CAPACITY RATIO:					0.87
INTERSECTION LEVEL OF SERVICE:					D

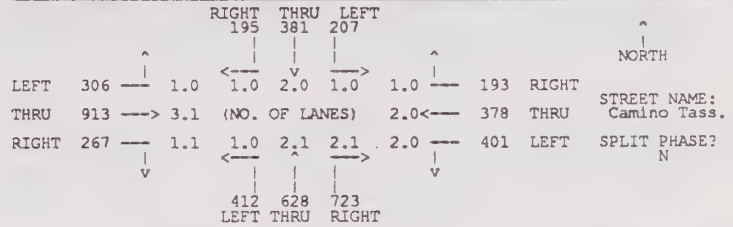
* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
CONDITION :



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	723	502 *	3000	0.1673	0.2430
THRU (T)	628	628	3300	0.1903	
LEFT (L)	412	412	1650	0.2497	
T + R		1130	4650	0.2430	
SB RIGHT (R)	195	0 *	1650	0.0000	0.1255
THRU (T)	381	381	3300	0.1155	
LEFT (L)	207	207	1650	0.1255	
T + R					
EB RIGHT (R)	267	267	1650	0.1618	0.2384
THRU (T)	913	913	4950	0.1844	
LEFT (L)	306	306	1650	0.1855	
T + R		1180	4950	0.2384	
WB RIGHT (R)	193	0 *	1650	0.0000	0.1337
THRU (T)	378	378	3300	0.1145	
LEFT (L)	401	401	3000	0.1337	
T + R					
TOTAL VOLUME-TO-CAPACITY RATIO:					0.74
INTERSECTION LEVEL OF SERVICE:					C

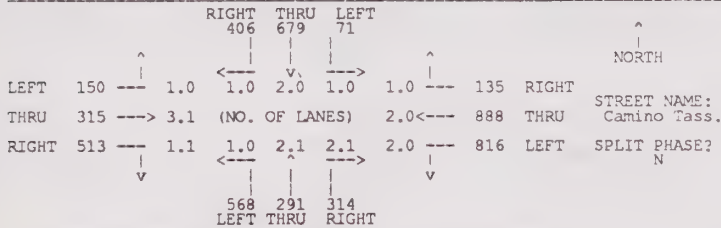
* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
CONDITION :



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	314	0 *	3000	0.0000	0.3442
THRU (T)	291	291	3300	0.0882	
LEFT (L)	568	568	1650	0.3442	
T + R		291	4650	0.0626	
SB RIGHT (R)	406	256 *	1650	0.1552	0.2058
THRU (T)	679	679	3300	0.2058	
LEFT (L)	71	71	1650	0.0430	
T + R					
EB RIGHT (R)	513	513	1650	0.3109	0.3109
THRU (T)	315	315	4950	0.0636	
LEFT (L)	150	150	1650	0.0909	
T + R		828	4950	0.1673	
WB RIGHT (R)	135	64 *	1650	0.0388	0.2720
THRU (T)	888	888	3300	0.2691	
LEFT (L)	816	816	3000	0.2720	
T + R					
TOTAL VOLUME-TO-CAPACITY RATIO:					1.13
INTERSECTION LEVEL OF SERVICE:					F

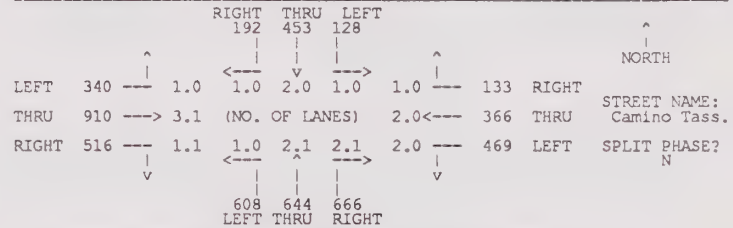
* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
CONDITION :

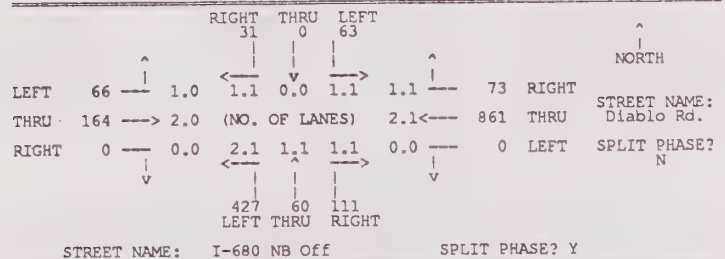


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	666	408 *	3000	0.1360	0.3685
THRU (T)	644	644	3300	0.1952	
LEFT (L)	608	608	1650	0.3685	
T + R		1052	4650	0.2262	
SB RIGHT (R)	192	0 *	1650	0.0000	0.1373
THRU (T)	453	453	3300	0.1373	
LEFT (L)	128	128	1650	0.0776	
T + R					
EB RIGHT (R)	516	516	1650	0.3127	0.3127
THRU (T)	910	910	4950	0.1838	
LEFT (L)	340	340	1650	0.2061	
T + R		1426	4950	0.2881	
WB RIGHT (R)	133	5 *	1650	0.0030	0.1563
THRU (T)	366	366	3300	0.1109	
LEFT (L)	469	469	3000	0.1563	
T + R					
TOTAL VOLUME-TO-CAPACITY RATIO:					0.97
INTERSECTION LEVEL OF SERVICE:					E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION

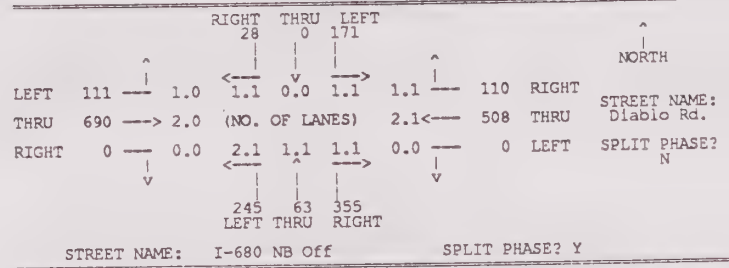


5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	111	111	1650	0.0673	
THRU (T)	60	60	1650	0.0364	
LEFT (L)	427	427	3000	0.1423	
T + R		171	1650	0.1036	
T + L		487	3000	0.1623	
T + R + L		598	3000	0.1993	0.1993
SB RIGHT (R)	31	31	1650	0.0188	
LEFT (L)	63	63	1650	0.0382	
T + R + L		94	1650	0.0570	0.0570
EB THRU (T)	164	164	3300	0.0497	
LEFT (L)	66	66	1650	0.0400	0.0400
WB RIGHT (R)	73	73	1650	0.0442	
THRU (T)	861	861	3300	0.2609	
T + R		934	3300	0.2830	0.2830
TOTAL VOLUME-TO-CAPACITY RATIO:				0.58	
INTERSECTION LEVEL OF SERVICE:				A	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION

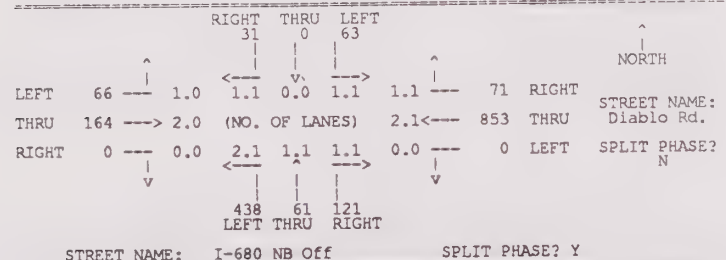


5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	355	355	1650	0.2152	
THRU (T)	63	63	1650	0.0382	
LEFT (L)	245	245	3000	0.0817	
T + R		418	1650	0.2533	
T + L		308	3000	0.1027	
T + R + L		663	3000	0.2210	0.2533
SB RIGHT (R)	28	28	1650	0.0170	
LEFT (L)	171	171	1650	0.1036	
T + R + L		199	1650	0.1206	0.1206
EB THRU (T)	690	690	3300	0.2091	
LEFT (L)	111	111	1650	0.0673	0.0673
WB RIGHT (R)	110	110	1650	0.0667	
THRU (T)	508	508	3300	0.1539	
T + R		618	3300	0.1873	0.1873
TOTAL VOLUME-TO-CAPACITY RATIO:				0.63	
INTERSECTION LEVEL OF SERVICE:				B	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION

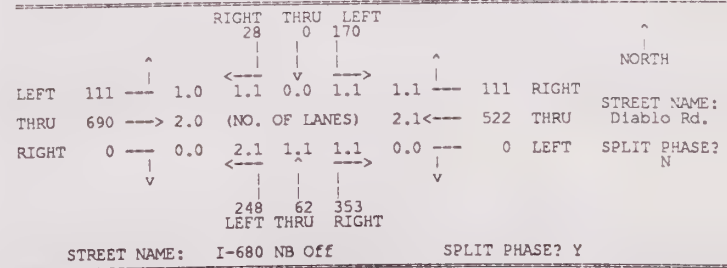


5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	121	121	1650	0.0733	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	438	438	3000	0.1460	
T + R		182	1650	0.1103	
T + L		499	3000	0.1663	
T + R + L		620	3000	0.2067	0.2067
SB RIGHT (R)	31	31	1650	0.0188	
LEFT (L)	63	63	1650	0.0382	
T + R + L		94	1650	0.0570	0.0570
EB THRU (T)	164	164	3300	0.0497	
LEFT (L)	66	66	1650	0.0400	0.0400
WB RIGHT (R)	71	71	1650	0.0430	
THRU (T)	853	853	3300	0.2585	
T + R		924	3300	0.2800	0.2800
TOTAL VOLUME-TO-CAPACITY RATIO:				0.58	
INTERSECTION LEVEL OF SERVICE:				A	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	353	353	1650	0.2139	
THRU (T)	62	62	1650	0.0376	
LEFT (L)	248	248	3000	0.0827	
T + R		415	1650	0.2515	
T + L		310	3000	0.1033	
T + R + L		663	3000	0.2210	0.2515
SB RIGHT (R)	28	28	1650	0.0170	
LEFT (L)	170	170	1650	0.1030	
T + R + L		198	1650	0.1200	0.1200
EB THRU (T)	690	690	3300	0.2091	
LEFT (L)	111	111	1650	0.0673	0.0673
WB RIGHT (R)	111	111	1650	0.0673	
THRU (T)	522	522	3300	0.1582	
T + R		633	3300	0.1918	0.1918
TOTAL VOLUME-TO-CAPACITY RATIO:				0.63	
INTERSECTION LEVEL OF SERVICE:				B	

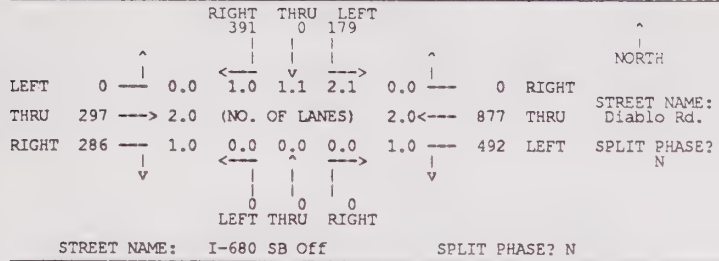
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	391	0	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	179	179	3000	0.0597	0.0597
T + L		179	3000	0.0597	
EB RIGHT (R)	286	0	1650	0.0000	
THRU (T)	297	297	3300	0.0900	0.0900
WB THRU (T)	877	877	3300	0.2658	
LEFT (L)	492	492	1650	0.2982	0.2982

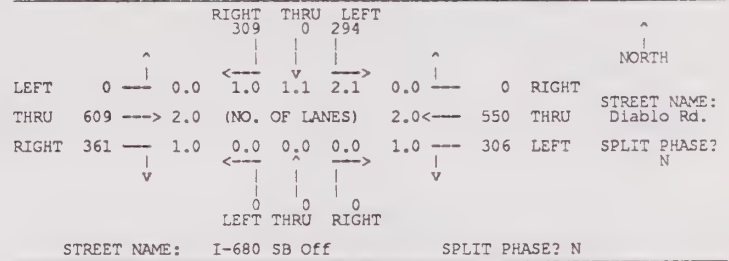
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	309	0	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	294	294	3000	0.0980	0.0980
T + L		294	3000	0.0980	
EB RIGHT (R)	361	0	1650	0.0000	
THRU (T)	609	609	3300	0.1845	0.1845
WB THRU (T)	550	550	3300	0.1667	
LEFT (L)	306	306	1650	0.1855	0.1855

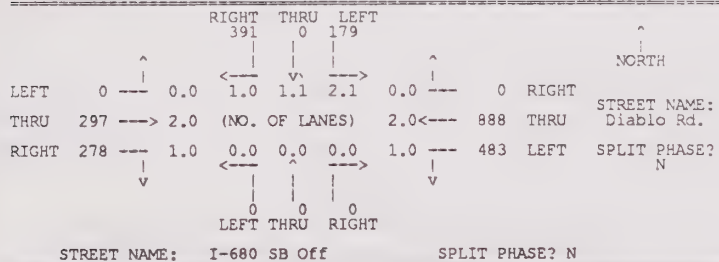
TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	391	0	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	179	179	3000	0.0597	0.0597
T + L		179	3000	0.0597	
EB RIGHT (R)	278	0	1650	0.0000	
THRU (T)	297	297	3300	0.0900	0.0900
WB THRU (T)	888	888	3300	0.2691	
LEFT (L)	483	483	1650	0.2927	0.2927

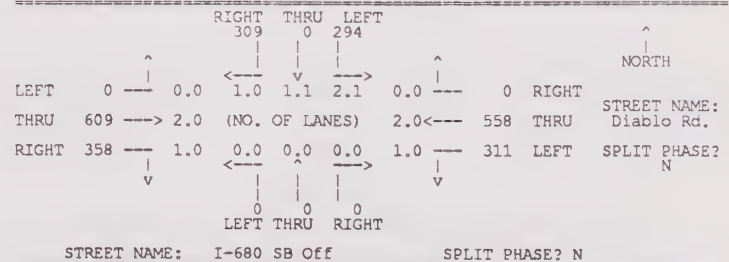
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	309	0	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	294	294	3000	0.0980	0.0980
T + L		294	3000	0.0980	
EB RIGHT (R)	358	0	1650	0.0000	
THRU (T)	609	609	3300	0.1845	0.1845
WB THRU (T)	558	558	3300	0.1691	
LEFT (L)	311	311	1650	0.1885	0.1885

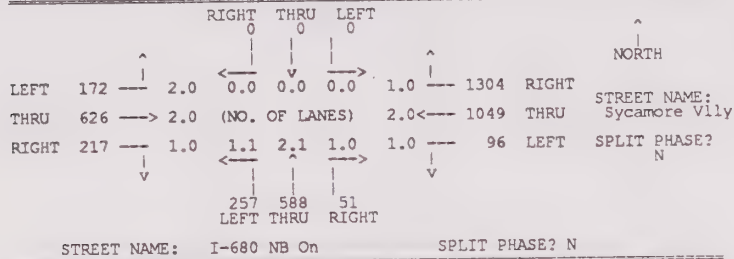
TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	51	0 *	1650	0.0000	
THRU (T)	588	588	3300	0.1782	
LEFT (L)	257	257	1650	0.1558	
T + L		845	3300	0.2561	0.2561
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	626	626	3300	0.1897	
LEFT (L)	172	172	3000	0.0573	0.0573
WB RIGHT (R)	1304	604 *\$	1650	0.3661	0.3661
THRU (T)	1049	1049	3300	0.3179	
LEFT (L)	96	96	1650	0.0582	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

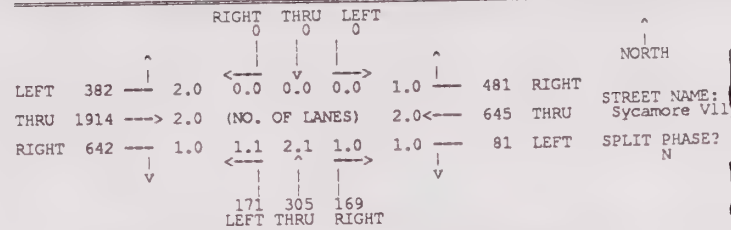
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	169	88 *	1650	0.0533	
THRU (T)	305	305	3300	0.0924	
LEFT (L)	171	171	1650	0.1036	
T + L		476	3300	0.1442	0.1442
EB RIGHT (R)	642	471 *	1650	0.2855	
THRU (T)	1914	1914	3300	0.5800	0.5800
LEFT (L)	382	382	3000	0.1273	
WB RIGHT (R)	481	0 *\$	1650	0.0000	
THRU (T)	645	645	3300	0.1955	
LEFT (L)	81	81	1650	0.0491	0.0491

TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

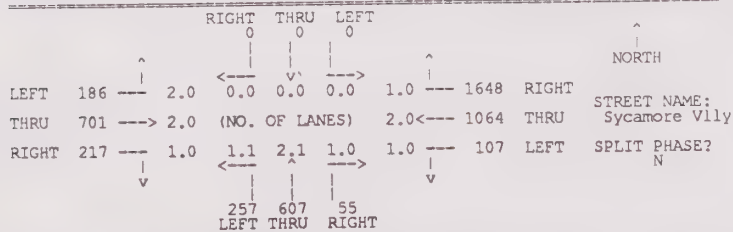
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	55	0 *	1650	0.0000	
THRU (T)	607	607	3300	0.1839	
LEFT (L)	257	257	1650	0.1558	
T + L		864	3300	0.2618	0.2618
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	701	701	3300	0.2124	
LEFT (L)	186	186	3000	0.0620	0.0620
WB RIGHT (R)	1648	948 *\$	1650	0.5745	0.5745
THRU (T)	1064	1064	3300	0.3224	
LEFT (L)	107	107	1650	0.0648	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

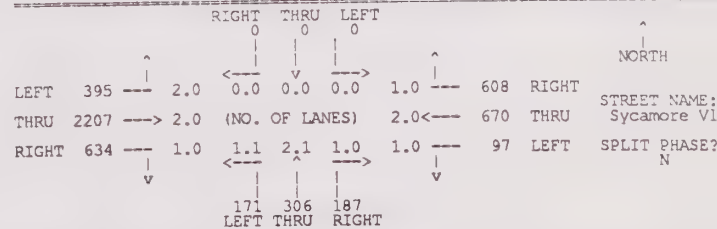
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	187	90 *	1650	0.0545	
THRU (T)	306	306	3300	0.0927	
LEFT (L)	171	171	1650	0.1036	
T + L		477	3300	0.1445	0.1445
EB RIGHT (R)	634	463 *	1650	0.2806	
THRU (T)	2207	2207	3300	0.6688	0.6688
LEFT (L)	395	395	3000	0.1317	
WB RIGHT (R)	608	0 *\$	1650	0.0000	
THRU (T)	670	670	3300	0.2030	
LEFT (L)	97	97	1650	0.0588	0.0588

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

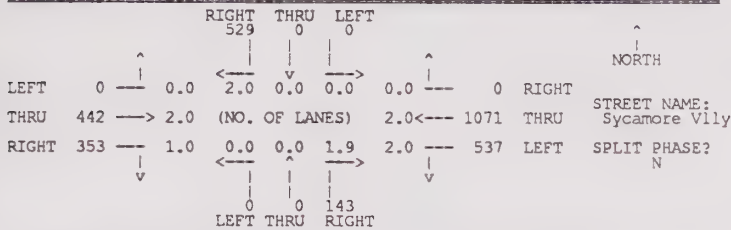
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	143	143	1650	0.0867	
SB RIGHT (R)	529	200 *\$	3000	0.0667	0.0667
EB RIGHT (R)	353	0 *\$	1650	0.0000	
THRU (T)	442	442	3300	0.1339	
WB THRU (T)	1071	1071	3300	0.3245	0.3245
LEFT (L)	537	537	3000	0.1790	

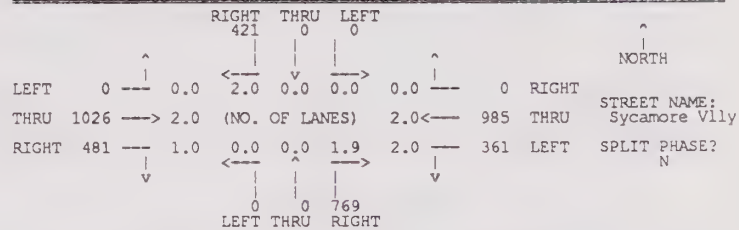
TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	769	769	1650	0.4661	
SB RIGHT (R)	421	6 *\$	3000	0.0020	0.0020
EB RIGHT (R)	481	0 *\$	1650	0.0000	
THRU (T)	1026	1026	3300	0.3109	0.3109
WB THRU (T)	985	985	3300	0.2985	0.1203
LEFT (L)	361	361	3000	0.1203	

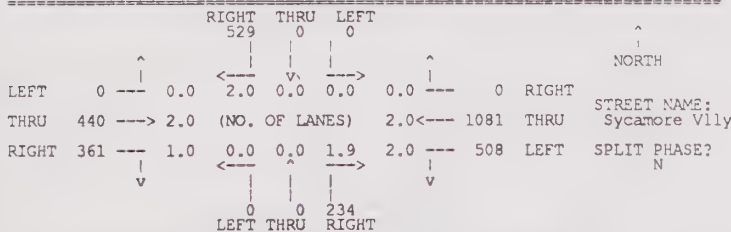
TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	234	234	1650	0.1418	
SB RIGHT (R)	529	210 *\$	3000	0.0700	0.0700
EB RIGHT (R)	361	0 *\$	1650	0.0000	
THRU (T)	440	440	3300	0.1333	
WB THRU (T)	1081	1081	3300	0.3276	0.3276
LEFT (L)	508	508	3000	0.1693	

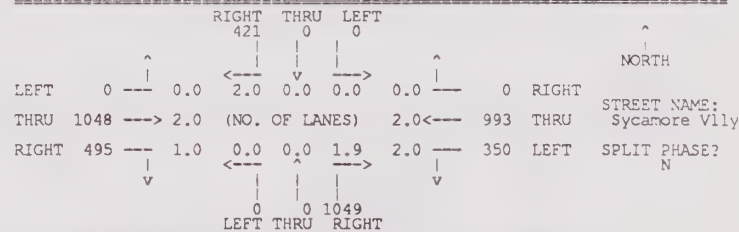
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1049	1049	1650	0.6358	
SB RIGHT (R)	421	14 *\$	3000	0.0047	0.0047
EB RIGHT (R)	495	0 *\$	1650	0.0000	
THRU (T)	1048	1048	3300	0.3176	0.3176
WB THRU (T)	993	993	3300	0.3009	0.1167
LEFT (L)	350	350	3000	0.1167	

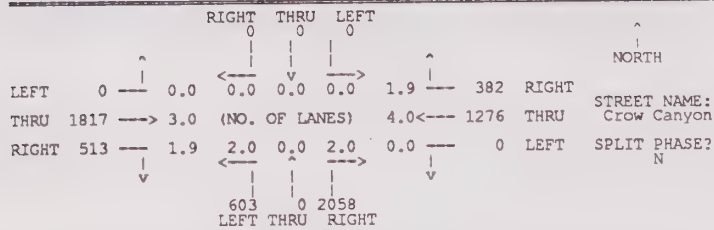
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2058	1775 *\$	3273	0.5423	0.5423
LEFT (L)	603	603	3273	0.1842	
EB RIGHT (R)	513	513	1800	0.2850	
THRU (T)	1817	1817	5400	0.3365	0.3365
WB RIGHT (R)	382	382	1800	0.2122	
THRU (T)	1276	1276	7200	0.1772	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

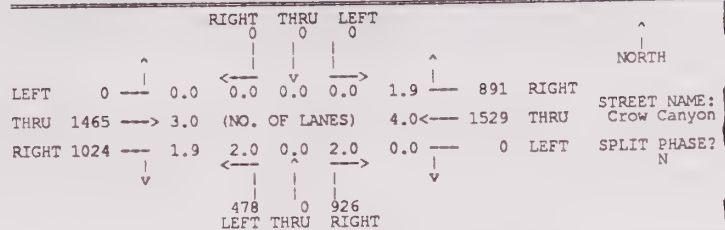
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	926	291 *\$	3273	0.0889	
LEFT (L)	478	478	3273	0.1460	0.1460
EB RIGHT (R)	1024	1024	1800	0.5689	
THRU (T)	1465	1465	5400	0.2713	0.2713
WB RIGHT (R)	891	891	1800	0.4950	
THRU (T)	1529	1529	7200	0.2124	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

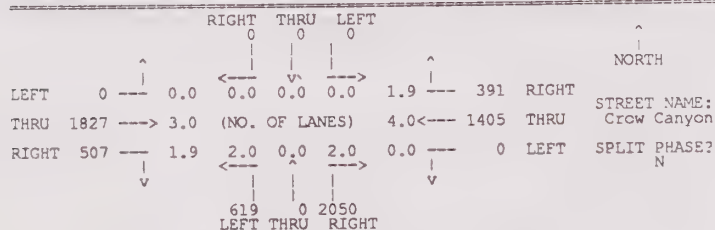
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2050	1777 *\$	3273	0.5429	0.5429
LEFT (L)	619	619	3273	0.1891	
EB RIGHT (R)	507	507	1800	0.2817	
THRU (T)	1827	1827	5400	0.3383	0.3383
WB RIGHT (R)	391	391	1800	0.2172	
THRU (T)	1405	1405	7200	0.1951	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

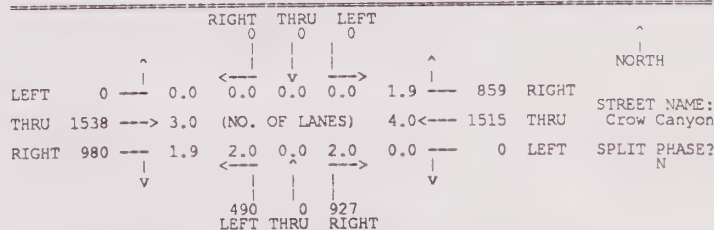
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	927	365 *\$	3273	0.1115	
LEFT (L)	490	490	3273	0.1497	0.1497
EB RIGHT (R)	980	980	1800	0.5444	
THRU (T)	1538	1538	5400	0.2848	0.2848
WB RIGHT (R)	859	859	1800	0.4772	
THRU (T)	1515	1515	7200	0.2104	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

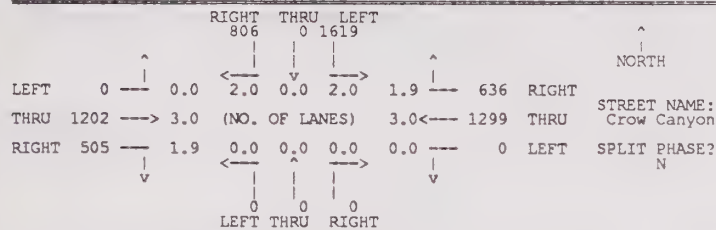
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	806	106 *\$	3273	0.0324	0.4947
LEFT (L)	1619	1619	3273	0.4947	
EB RIGHT (R)	505	505	1800	0.2806	0.2226
THRU (T)	1202	1202	5400	0.2226	
WB RIGHT (R)	636	636	1800	0.3533	0.2406
THRU (T)	1299	1299	5400	0.2406	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

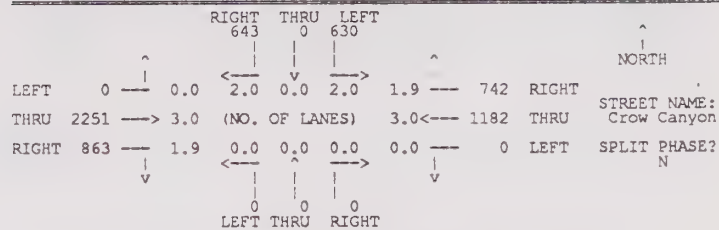
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	643	0 *\$	3273	0.0000	0.1925
LEFT (L)	630	630	3273	0.1925	
EB RIGHT (R)	863	863	1800	0.4794	0.4169
THRU (T)	2251	2251	5400	0.4169	
WB RIGHT (R)	742	742	1800	0.4122	0.2189
THRU (T)	1182	1182	5400	0.2189	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

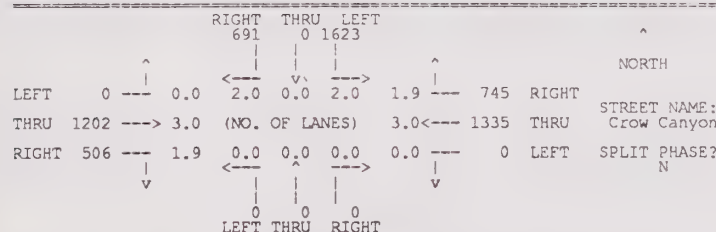
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	691	0 *\$	3273	0.0000	0.4959
LEFT (L)	1623	1623	3273	0.4959	
EB RIGHT (R)	506	506	1800	0.2811	0.2226
THRU (T)	1202	1202	5400	0.2226	
WB RIGHT (R)	745	745	1800	0.4139	0.2472
THRU (T)	1335	1335	5400	0.2472	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

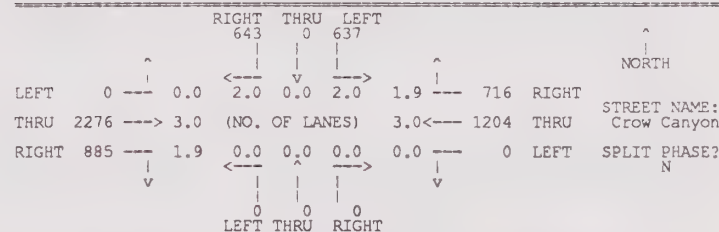
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	643	0 *\$	3273	0.0000	0.1946
LEFT (L)	637	637	3273	0.1946	
EB RIGHT (R)	885	885	1800	0.4917	0.4215
THRU (T)	2276	2276	5400	0.4215	
WB RIGHT (R)	716	716	1800	0.3978	0.2230
THRU (T)	1204	1204	5400	0.2230	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

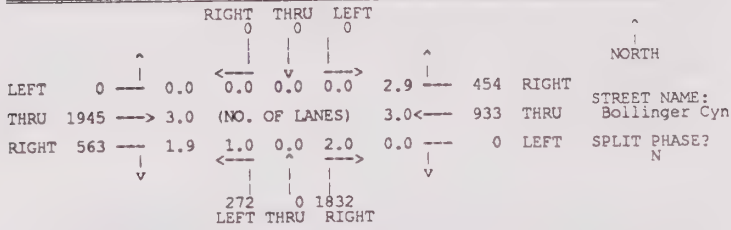
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1832	1677 *\$	3273	0.5124	0.5124
LEFT (L)	272	272	1800	0.1511	
EB RIGHT (R)	563	563	1800	0.3128	
THRU (T)	1945	1945	5400	0.3602	0.3602
WB RIGHT (R)	454	454	3273	0.1387	
THRU (T)	933	933	5400	0.1728	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

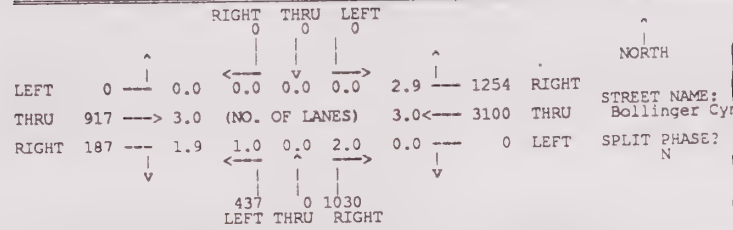
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1030	330 *\$	3273	0.1008	
LEFT (L)	437	437	1800	0.2428	0.2428
EB RIGHT (R)	187	187	1800	0.1039	
THRU (T)	917	917	5400	0.1698	
WB RIGHT (R)	1254	1254	3273	0.3831	
THRU (T)	3100	3100	5400	0.5741	0.5741

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

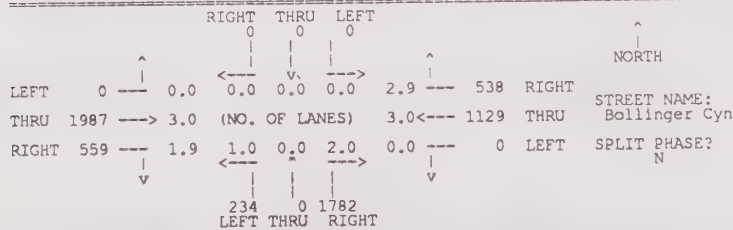
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1782	1669 *\$	3273	0.5099	0.5099
LEFT (L)	234	234	1800	0.1300	
EB RIGHT (R)	559	559	1800	0.3106	
THRU (T)	1987	1987	5400	0.3680	0.3680
WB RIGHT (R)	538	538	3273	0.1644	
THRU (T)	1129	1129	5400	0.2091	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

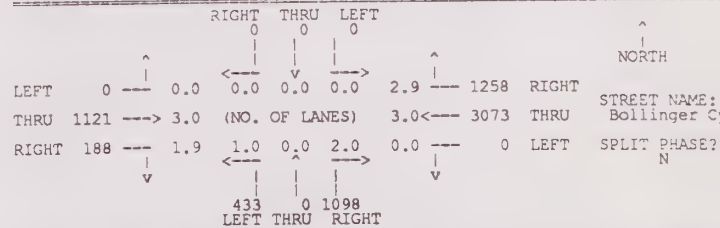
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1098	398 *\$	3273	0.1216	
LEFT (L)	433	433	1800	0.2406	0.2406
EB RIGHT (R)	188	188	1800	0.1044	
THRU (T)	1121	1121	5400	0.2076	
WB RIGHT (R)	1258	1258	3273	0.3844	
THRU (T)	3073	3073	5400	0.5691	0.5691

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

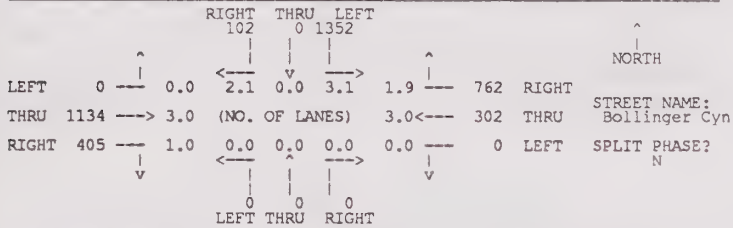
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project FILE 29133-00



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	102	0	3273	0.0000	
LEFT (L)	1352	1352	4695	0.2880	0.2880
T + R + L		1352	6168	0.2192	
EB RIGHT (R)	405	405	1800	0.2250	0.2250
THRU (T)	1134	1134	5400	0.2100	
WB RIGHT (R)	762	762	1800	0.4233	
THRU (T)	302	302	5400	0.0559	

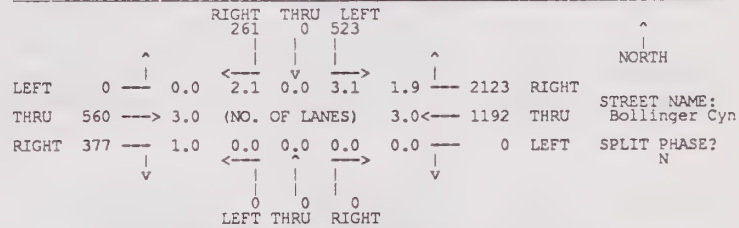
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project FILE 29133-00



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	261	0	3273	0.0000	
LEFT (L)	523	523	4695	0.1114	0.1114
T + R + L		523	6168	0.0848	
EB RIGHT (R)	377	377	1800	0.2094	
THRU (T)	560	560	5400	0.1037	
WB RIGHT (R)	2123	2123	1800	1.1794	**
THRU (T)	1192	1192	5400	0.2207	0.2207

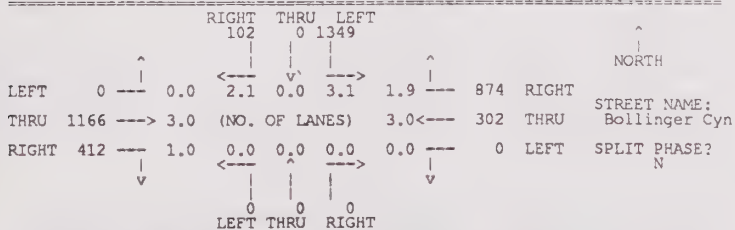
TOTAL VOLUME-TO-CAPACITY RATIO: 0.33
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project FILE 29133-00



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	102	0	3273	0.0000	
LEFT (L)	1349	1349	4695	0.2873	0.2873
T + R + L		1349	6168	0.2187	
EB RIGHT (R)	412	412	1800	0.2289	0.2289
THRU (T)	1166	1166	5400	0.2159	
WB RIGHT (R)	874	874	1800	0.4856	
THRU (T)	302	302	5400	0.0559	

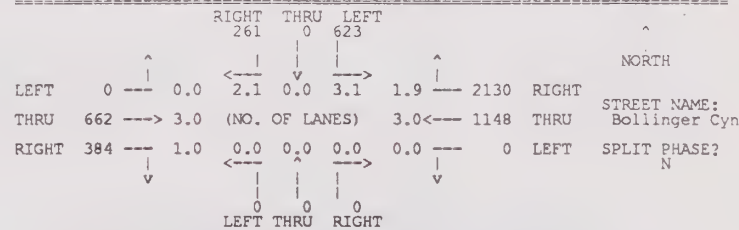
TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project FILE 29133-00



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	261	0	3273	0.0000	
LEFT (L)	623	623	4695	0.1327	0.1327
T + R + L		623	6168	0.1010	
EB RIGHT (R)	384	384	1800	0.2133	0.2133
THRU (T)	662	662	5400	0.1226	
WB RIGHT (R)	2130	2130	1800	1.1833	**
THRU (T)	1148	1148	5400	0.2126	

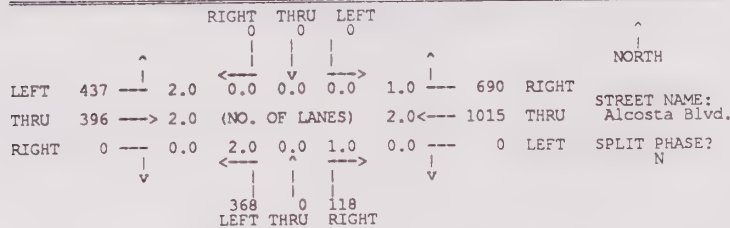
TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	118	0 *\$	1720	0.0000	
LEFT (L)	368	368	3127	0.1177	0.1177
EB THRU (T)	396	396	3440	0.1151	
LEFT (L)	437	437	3127	0.1398	0.1398
WB RIGHT (R)	690	0 *\$	1720	0.0000	
THRU (T)	1015	1015	3440	0.2951	0.2951

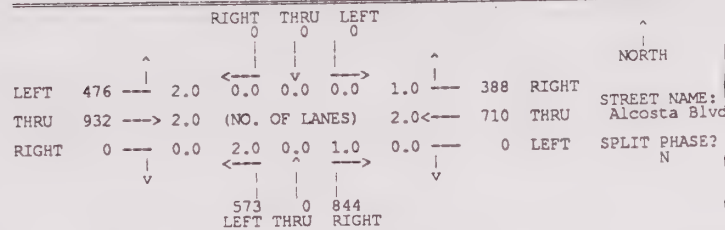
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	844	376 *\$	1720	0.2186	0.2186
LEFT (L)	573	573	3127	0.1832	
EB THRU (T)	932	932	3440	0.2709	
LEFT (L)	476	476	3127	0.1522	0.1522
WB RIGHT (R)	388	0 *\$	1720	0.0000	
THRU (T)	710	710	3440	0.2064	0.2064

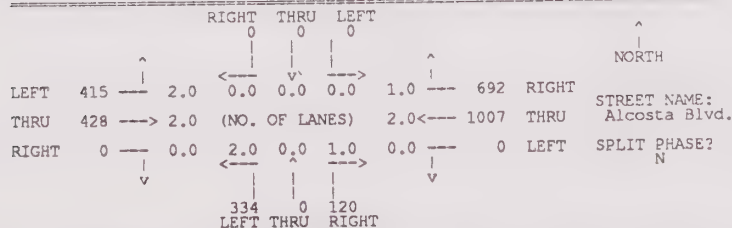
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	120	0 *\$	1720	0.0000	
LEFT (L)	334	334	3127	0.1068	0.1068
EB THRU (T)	428	428	3440	0.1244	
LEFT (L)	415	415	3127	0.1327	0.1327
WB RIGHT (R)	692	0 *\$	1720	0.0000	
THRU (T)	1007	1007	3440	0.2927	0.2927

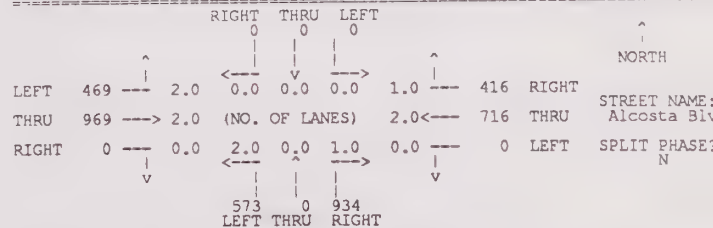
TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: I-680 NB Off SPLIT PHASE? N

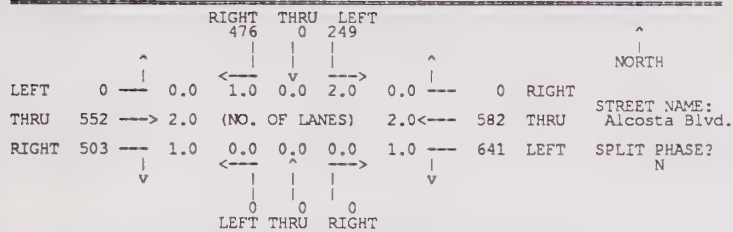
3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	934	503 *\$	1720	0.2924	0.2924
LEFT (L)	573	573	3127	0.1832	
EB THRU (T)	969	969	3440	0.2817	
LEFT (L)	469	469	3127	0.1500	0.1500
WB RIGHT (R)	416	0 *\$	1720	0.0000	
THRU (T)	716	716	3440	0.2081	0.2081

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

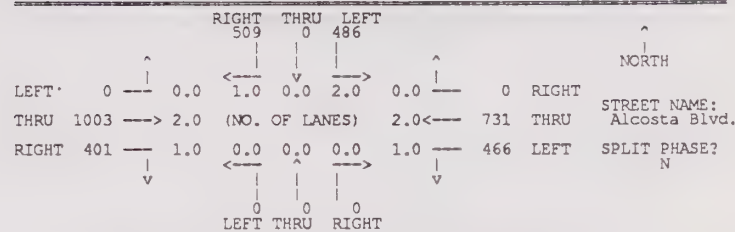
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project FILE 29133-00



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	476	0 *\$	1720	0.0000	0.0796
LEFT (L)	249	249	3127	0.0796	
EB RIGHT (R)	503	0 *\$	1720	0.0000	0.1605
THRU (T)	552	552	3440	0.1605	
WB THRU (T)	582	582	3440	0.1692	0.3727
LEFT (L)	641	641	1720	0.3727	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.61
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

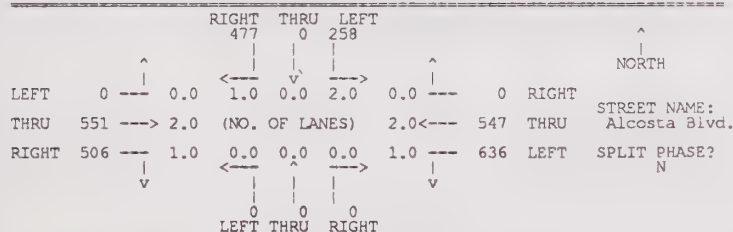
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project FILE 29133-00



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	509	0 *\$	1720	0.0000	0.1554
LEFT (L)	486	486	3127	0.1554	
EB RIGHT (R)	401	0 *\$	1720	0.0000	0.2916
THRU (T)	1003	1003	3440	0.2916	
WB THRU (T)	731	731	3440	0.2125	0.2709
LEFT (L)	466	466	1720	0.2709	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.72
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

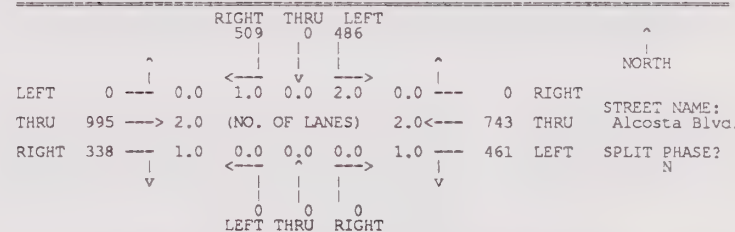
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project FILE 29133-00



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	477	0 *\$	1720	0.0000	0.0825
LEFT (L)	258	258	3127	0.0825	
EB RIGHT (R)	506	0 *\$	1720	0.0000	0.1602
THRU (T)	551	551	3440	0.1602	
WB THRU (T)	547	547	3440	0.1590	0.3698
LEFT (L)	636	636	1720	0.3698	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.61
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project FILE 29133-00



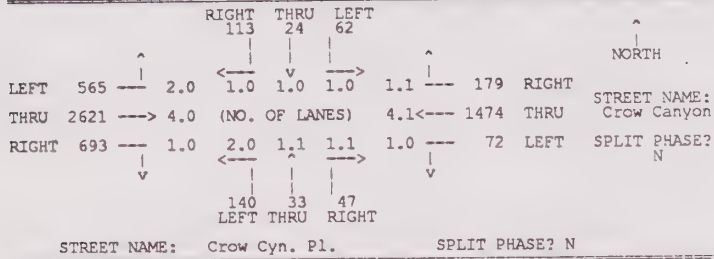
3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	509	0 *\$	1720	0.0000	0.1554
LEFT (L)	486	486	3127	0.1554	
EB RIGHT (R)	338	0 *\$	1720	0.0000	0.2892
THRU (T)	995	995	3440	0.2892	
WB THRU (T)	743	743	3440	0.2160	0.2680
LEFT (L)	461	461	1720	0.2680	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.71
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	47	47	1650	0.0285	
THRU (T)	33	33	1650	0.0200	
LEFT (L)	140	140	3000	0.0467	
T + R		80	1650	0.0485	0.0485
SB RIGHT (R)	113	0 *	1650	0.0000	
THRU (T)	24	24	1650	0.0145	
LEFT (L)	62	62	1650	0.0376	0.0376
EB RIGHT (R)	693	616 *	1650	0.3733	
THRU (T)	2621	2621	6600	0.3971	0.3971
LEFT (L)	565	565	3000	0.1883	
WB RIGHT (R)	179	179	1650	0.1085	
THRU (T)	1474	1474	6600	0.2233	
LEFT (L)	72	72	1650	0.0436	0.0436
T + R		1653	6600	0.2505	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
 INTERSECTION LEVEL OF SERVICE: A

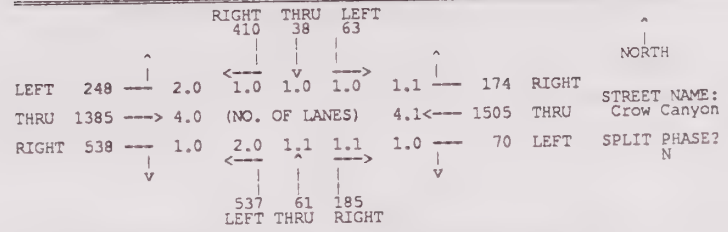
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	185	185	1650	0.1121	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	537	537	3000	0.1790	0.1790
T + R		246	1650	0.1491	
SB RIGHT (R)	410	274 *	1650	0.1661	0.1661
THRU (T)	38	38	1650	0.0230	
LEFT (L)	63	63	1650	0.0382	
EB RIGHT (R)	538	243 *	1650	0.1473	
THRU (T)	1385	1385	6600	0.2098	
LEFT (L)	248	248	3000	0.0827	0.0827
WB RIGHT (R)	174	174	1650	0.1055	
THRU (T)	1505	1505	6600	0.2280	
LEFT (L)	70	70	1650	0.0424	
T + R		1679	6600	0.2544	0.2544

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
 INTERSECTION LEVEL OF SERVICE: B

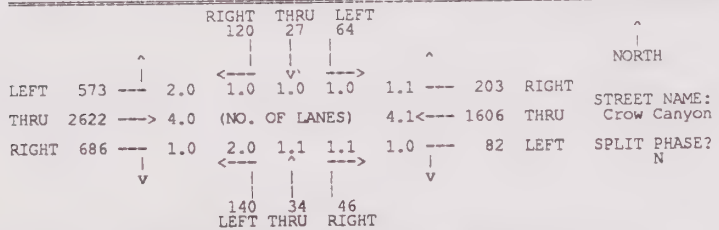
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	46	46	1650	0.0279	
THRU (T)	34	34	1650	0.0206	
LEFT (L)	140	140	3000	0.0467	
T + R		80	1650	0.0485	0.0485
SB RIGHT (R)	120	0 *	1650	0.0000	
THRU (T)	27	27	1650	0.0164	
LEFT (L)	64	64	1650	0.0388	0.0388
EB RIGHT (R)	686	609 *	1650	0.3691	
THRU (T)	2622	2622	6600	0.3973	
LEFT (L)	573	573	3000	0.1910	0.1910
WB RIGHT (R)	203	203	1650	0.1230	
THRU (T)	1606	1606	6600	0.2433	
LEFT (L)	82	82	1650	0.0497	
T + R		1809	6600	0.2741	0.2741

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

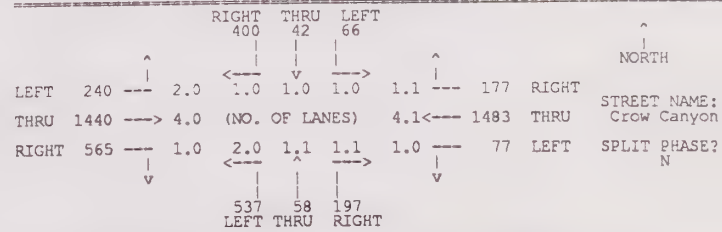
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	197	197	1650	0.1194	
THRU (T)	58	58	1650	0.0352	
LEFT (L)	537	537	3000	0.1790	0.1790
T + R		255	1650	0.1545	
SB RIGHT (R)	400	268 *	1650	0.1624	0.1624
THRU (T)	42	42	1650	0.0255	
LEFT (L)	66	66	1650	0.0400	
EB RIGHT (R)	565	270 *	1650	0.1636	
THRU (T)	1440	1440	6600	0.2182	
LEFT (L)	240	240	3000	0.0800	0.0800
WB RIGHT (R)	177	177	1650	0.1073	
THRU (T)	1483	1483	6600	0.2247	
LEFT (L)	77	77	1650	0.0467	
T + R		1660	6600	0.2515	0.2515

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
 INTERSECTION LEVEL OF SERVICE: B

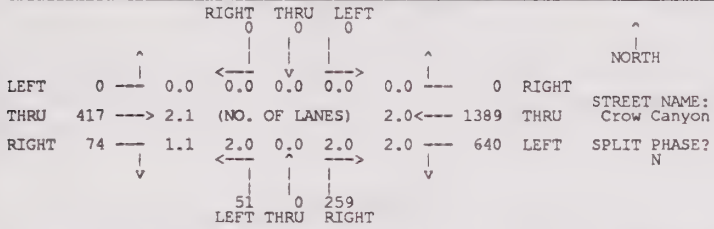
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	259	0 *	3127	0.0000	
LEFT (L)	51	51	3127	0.0163	0.0163
EB RIGHT (R)	74	74	1720	0.0430	
THRU (T)	417	417	3440	0.1212	
T + R		491	3440	0.1427	
WB THRU (T)	1389	1389	3440	0.4038	0.4038
LEFT (L)	640	640	3127	0.2047	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

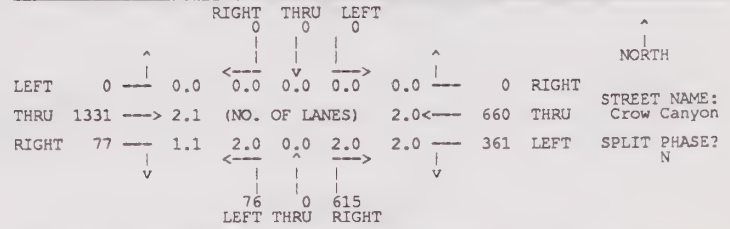
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	615	416 *	3127	0.1330	0.1330
LEFT (L)	76	76	3127	0.0243	
EB RIGHT (R)	77	77	1720	0.0448	
THRU (T)	1331	1331	3440	0.3869	
T + R		1408	3440	0.4093	0.4093
WB THRU (T)	660	660	3440	0.1919	
LEFT (L)	361	361	3127	0.1154	0.1154

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

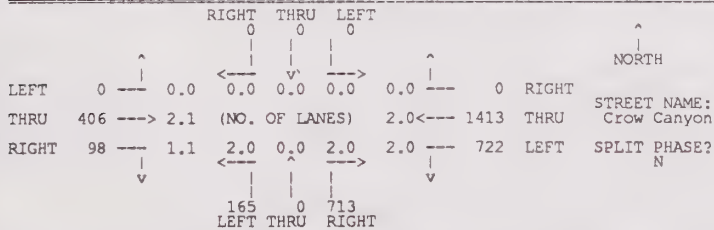
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	713	316 *	3127	0.1011	0.1011
LEFT (L)	165	165	3127	0.0528	
EB RIGHT (R)	98	98	1720	0.0570	
THRU (T)	406	406	3440	0.1180	
T + R		504	3440	0.1465	
WB THRU (T)	1413	1413	3440	0.4108	0.4108
LEFT (L)	722	722	3127	0.2309	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

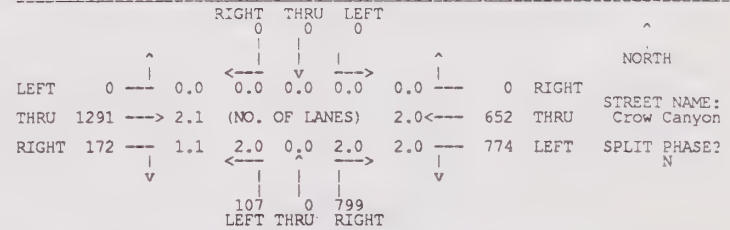
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

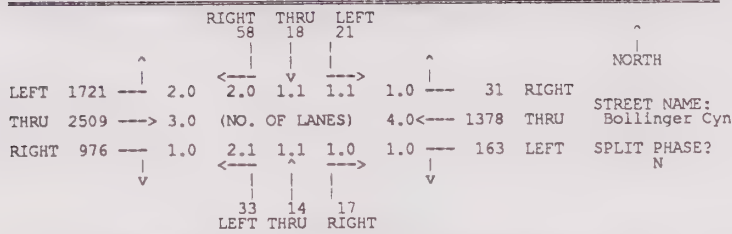
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	799	373 *	3127	0.1193	0.1193
LEFT (L)	107	107	3127	0.0342	
EB RIGHT (R)	172	172	1720	0.1000	
THRU (T)	1291	1291	3440	0.3753	
T + R		1463	3440	0.4253	0.4253
WB THRU (T)	652	652	3440	0.1895	
LEFT (L)	774	774	3127	0.2475	0.2475

TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

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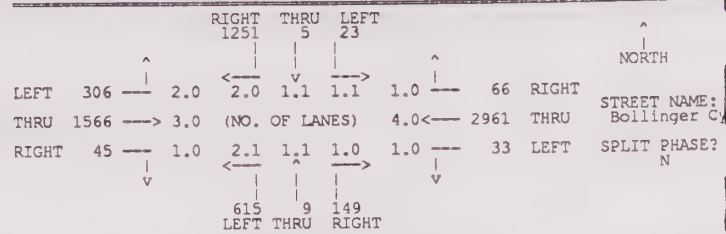
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project FILE 29133-00



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	0 *	1650	0.0000	
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + L		47	3000	0.0157	0.0157
SB RIGHT (R)	58	0 *	3000	0.0000	
THRU (T)	18	18	1650	0.0109	
LEFT (L)	21	21	1650	0.0127	
T + L		39	1650	0.0236	0.0236
EB RIGHT (R)	976	958 *	1650	0.5806	
THRU (T)	2509	2509	4950	0.5069	
LEFT (L)	1721	1721	3000	0.5737	0.5737
WB RIGHT (R)	31	10 *	1650	0.0061	
THRU (T)	1378	1378	6600	0.2088	
LEFT (L)	163	163	1650	0.0988	0.2088
TOTAL VOLUME-TO-CAPACITY RATIO:					0.82
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NB

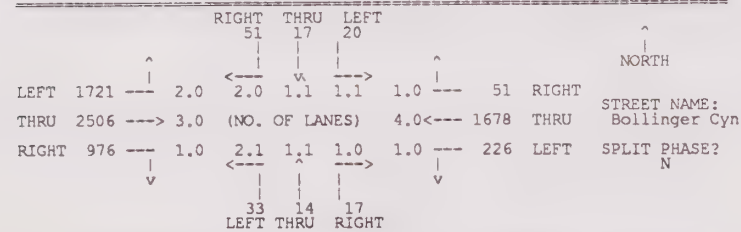
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project FILE 29133-00



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	149	116 *	1650	0.0703	
THRU (T)	9	9	1650	0.0055	
LEFT (L)	615	615	3000	0.2050	
T + L		624	3000	0.2080	0.2080
SB RIGHT (R)	1251	1083 *	3000	0.3610	
THRU (T)	5	5	1650	0.0030	
LEFT (L)	23	23	1650	0.0139	
T + L		28	1650	0.0170	0.3610
EB RIGHT (R)	45	0 *	1650	0.0000	
THRU (T)	1566	1566	4950	0.3164	
LEFT (L)	306	306	3000	0.1020	0.1020
WB RIGHT (R)	66	43 *	1650	0.0261	
THRU (T)	2961	2961	6600	0.4486	
LEFT (L)	33	33	1650	0.0200	0.4486
TOTAL VOLUME-TO-CAPACITY RATIO:					1.12
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED
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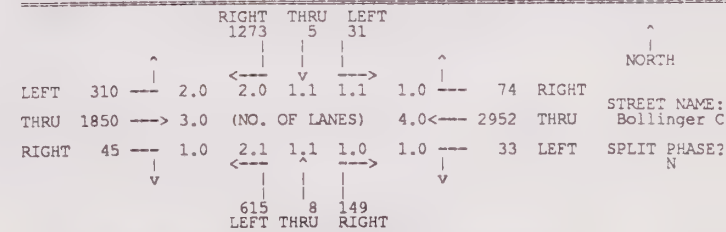
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project FILE 29133-00



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	0 *	1650	0.0000	
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + L		47	3000	0.0157	0.0157
SB RIGHT (R)	51	0 *	3000	0.0000	
THRU (T)	17	17	1650	0.0103	
LEFT (L)	20	20	1650	0.0121	
T + L		37	1650	0.0224	0.0224
EB RIGHT (R)	976	958 *	1650	0.5806	
THRU (T)	2506	2506	4950	0.5063	
LEFT (L)	1721	1721	3000	0.5737	0.5737
WB RIGHT (R)	51	31 *	1650	0.0188	
THRU (T)	1678	1678	6600	0.2542	
LEFT (L)	226	226	1650	0.1370	0.2542
TOTAL VOLUME-TO-CAPACITY RATIO:					0.87
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED
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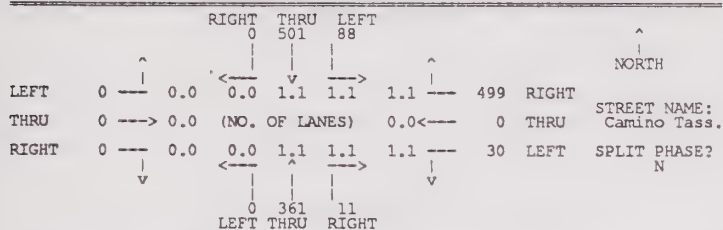
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project FILE 29133-00



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	149	116 *	1650	0.0703	
THRU (T)	8	8	1650	0.0048	
LEFT (L)	615	615	3000	0.2050	
T + L		623	3000	0.2077	0.2077
SB RIGHT (R)	1273	1103 *	3000	0.3677	
THRU (T)	5	5	1650	0.0030	
LEFT (L)	31	31	1650	0.0188	
T + L		36	1650	0.0218	0.3677
EB RIGHT (R)	45	0 *	1650	0.0000	
THRU (T)	1850	1850	4950	0.3737	
LEFT (L)	310	310	3000	0.1033	0.1033
WB RIGHT (R)	74	43 *	1650	0.0261	
THRU (T)	2952	2952	6600	0.4473	
LEFT (L)	33	33	1650	0.0200	0.4473
TOTAL VOLUME-TO-CAPACITY RATIO:					1.13
INTERSECTION LEVEL OF SERVICE:					F

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :

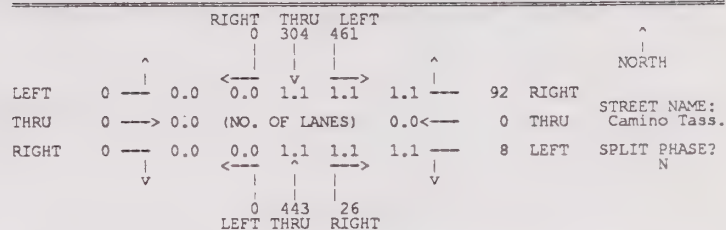


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	11	11	1800	0.0061	
THRU (T)	361	361	1800	0.2006	
T + R		372	1800	0.2067	
SB THRU (T)	501	501	1800	0.2783	
LEFT (L)	88	88	1800	0.0489	
T + L		589	1800	0.3272	0.3272
WB RIGHT (R)	499	499	1800	0.2772	
LEFT (L)	30	30	1800	0.0167	
T + R + L		529	1800	0.2939	0.2939
TOTAL VOLUME-TO-CAPACITY RATIO:				0.62	
INTERSECTION LEVEL OF SERVICE:				B	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :

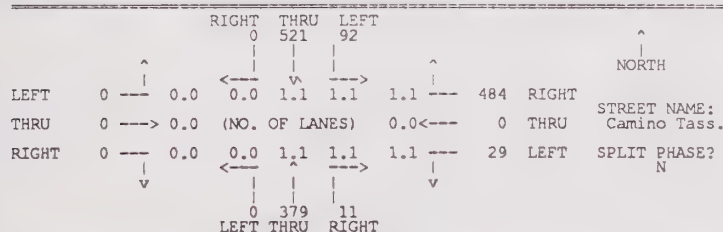


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	26	26	1800	0.0144	
THRU (T)	443	443	1800	0.2461	
T + R		469	1800	0.2606	0.2606
SB THRU (T)	304	304	1800	0.1689	
LEFT (L)	461	461	1800	0.2561	0.2561
T + L		765	1800	0.4250	
WB RIGHT (R)	92	92	1800	0.0511	
LEFT (L)	8	8	1800	0.0044	
T + R + L		100	1800	0.0556	0.0556
TOTAL VOLUME-TO-CAPACITY RATIO:				0.57	
INTERSECTION LEVEL OF SERVICE:				A	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :

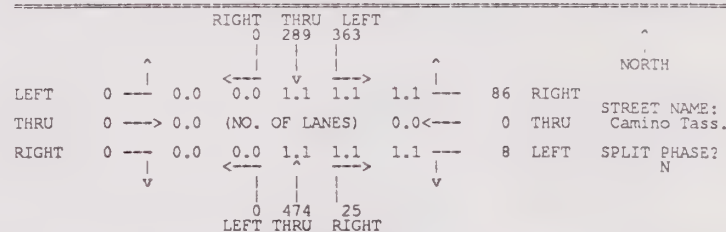


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	11	11	1800	0.0061	
THRU (T)	379	379	1800	0.2106	
T + R		390	1800	0.2167	
SB THRU (T)	521	521	1800	0.2894	
LEFT (L)	92	92	1800	0.0511	
T + L		613	1800	0.3406	0.3406
WB RIGHT (R)	484	484	1800	0.2689	
LEFT (L)	29	29	1800	0.0161	
T + R + L		513	1800	0.2850	0.2850
TOTAL VOLUME-TO-CAPACITY RATIO:				0.63	
INTERSECTION LEVEL OF SERVICE:				B	

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	25	25	1800	0.0139	
THRU (T)	474	474	1800	0.2633	
T + R		499	1800	0.2772	0.2772
SB THRU (T)	289	289	1800	0.1606	
LEFT (L)	363	363	1800	0.2017	0.2017
T + L		652	1800	0.3622	
WB RIGHT (R)	86	86	1800	0.0478	
LEFT (L)	8	8	1800	0.0044	
T + R + L		94	1800	0.0522	0.0522
TOTAL VOLUME-TO-CAPACITY RATIO:				0.53	
INTERSECTION LEVEL OF SERVICE:				A	

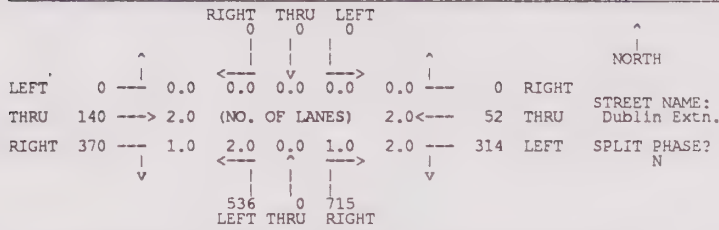
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project FILE 29133-00



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	715	542 *	1650	0.3285	0.3285
LEFT (L)	536	536	3000	0.1787	
EB RIGHT (R)	370	75 *	1650	0.0455	0.0455
THRU (T)	140	140	3300	0.0424	
WB THRU (T)	52	52	3300	0.0158	
LEFT (L)	314	314	3000	0.1047	0.1047

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
 INTERSECTION LEVEL OF SERVICE: A

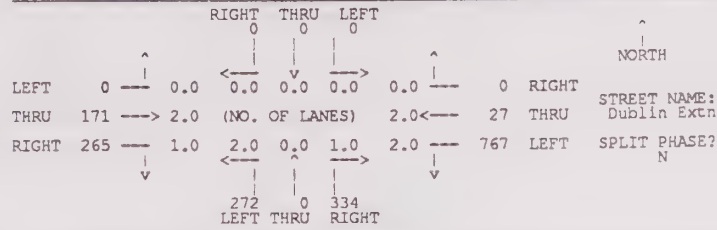
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project FILE 29133-00



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	334	0 *	1650	0.0000	
LEFT (L)	272	272	3000	0.0907	0.0907
EB RIGHT (R)	265	115 *	1650	0.0697	0.0697
THRU (T)	171	171	3300	0.0518	
WB THRU (T)	27	27	3300	0.0082	
LEFT (L)	767	767	3000	0.2557	0.2557

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

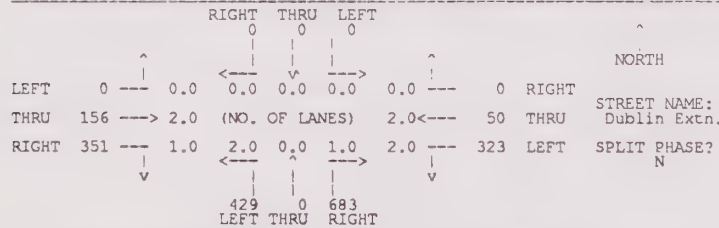
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project FILE 29133-00



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	683	505 *	1650	0.3061	0.3061
LEFT (L)	429	429	3000	0.1430	
EB RIGHT (R)	351	115 *	1650	0.0697	0.0697
THRU (T)	156	156	3300	0.0473	
WB THRU (T)	50	50	3300	0.0152	
LEFT (L)	323	323	3000	0.1077	0.1077

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
 INTERSECTION LEVEL OF SERVICE: A

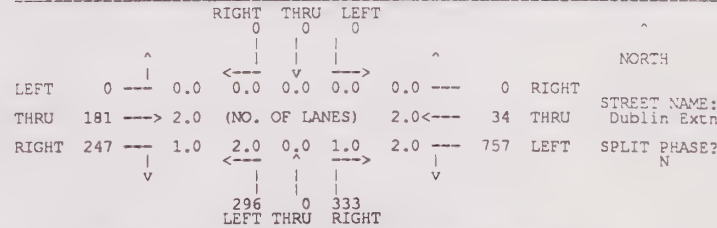
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project FILE 29133-00



STREET NAME: Airway Blvd. SPLIT PHASE? N

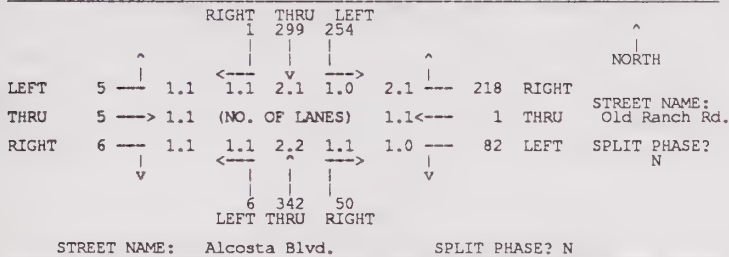
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	333	0 *	1650	0.0000	
LEFT (L)	296	296	3000	0.0987	0.0987
EB RIGHT (R)	247	84 *	1650	0.0509	
THRU (T)	181	181	3300	0.0548	0.0548
WB THRU (T)	34	34	3300	0.0103	
LEFT (L)	757	757	3000	0.2523	0.2523

TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00

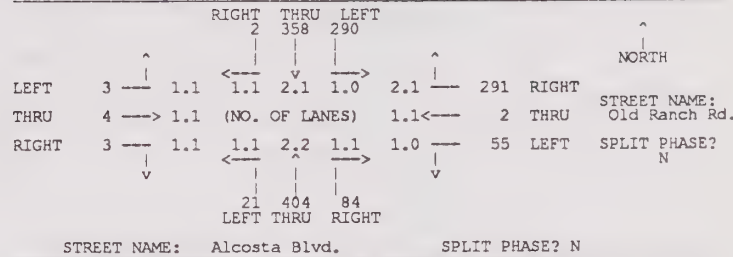


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	50	50	1800	0.0278	0.1106
THRU (T)	342	342	3600	0.0950	
LEFT (L)	6	6	1800	0.0033	
T + R		392	3600	0.1089	
T + L		348	3600	0.0967	
T + R + L		398	3600	0.1106	
SB RIGHT (R)	1	1	1800	0.0006	0.1411
THRU (T)	299	299	3600	0.0831	
LEFT (L)	254	254	1800	0.1411	
T + R		300	3600	0.0833	
EB RIGHT (R)	6	6	1800	0.0033	0.0089
THRU (T)	5	5	1800	0.0028	
LEFT (L)	5	5	1800	0.0028	
T + R		11	1800	0.0061	
T + L		10	1800	0.0056	
T + R + L		16	1800	0.0089	
WB RIGHT (R)	218	0 *	3273	0.0000	0.0456
THRU (T)	1	1	1800	0.0006	
LEFT (L)	82	82	1800	0.0456	
T + R		1	3273	0.0003	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.31
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00

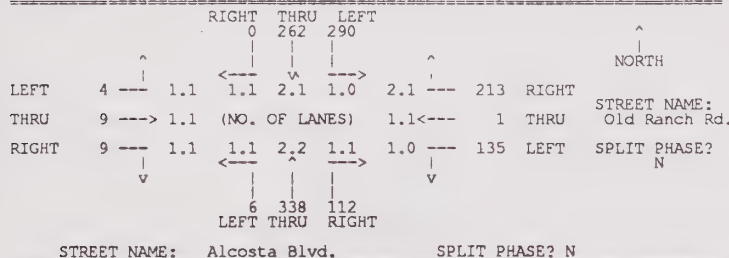


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	84	84	1800	0.0467	0.1414
THRU (T)	404	404	3600	0.1122	
LEFT (L)	21	21	1800	0.0117	
T + R		488	3600	0.1356	
T + L		425	3600	0.1181	
T + R + L		509	3600	0.1414	
SB RIGHT (R)	2	2	1800	0.0011	0.1611
THRU (T)	358	358	3600	0.0994	
LEFT (L)	290	290	1800	0.1611	
T + R		360	3600	0.1000	
EB RIGHT (R)	3	3	1800	0.0017	0.0056
THRU (T)	4	4	1800	0.0022	
LEFT (L)	3	3	1800	0.0017	
T + R		7	1800	0.0039	
T + L		7	1800	0.0039	
T + R + L		10	1800	0.0056	
WB RIGHT (R)	291	1 *	3273	0.0003	0.0306
THRU (T)	2	2	1800	0.0011	
LEFT (L)	55	55	1800	0.0306	
T + R		3	3273	0.0009	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.34
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00

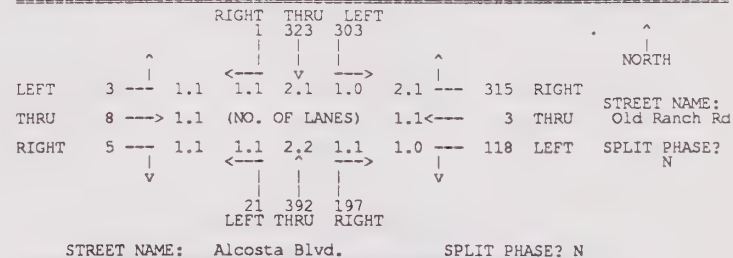


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	112	112	1800	0.0622	0.1267
THRU (T)	338	338	3600	0.0939	
LEFT (L)	6	6	1800	0.0033	
T + R		450	3600	0.1250	
T + L		344	3600	0.0956	
T + R + L		456	3600	0.1267	
SB RIGHT (R)	0	0	1800	0.0000	0.1611
THRU (T)	262	262	3600	0.0728	
LEFT (L)	290	290	1800	0.1611	
T + R		262	3600	0.0728	
EB RIGHT (R)	9	9	1800	0.0050	0.0122
THRU (T)	9	9	1800	0.0050	
LEFT (L)	4	4	1800	0.0022	
T + R		18	1800	0.0100	
T + L		13	1800	0.0072	
T + R + L		22	1800	0.0122	
WB RIGHT (R)	213	0 *	3273	0.0000	0.0750
THRU (T)	1	1	1800	0.0006	
LEFT (L)	135	135	1800	0.0750	
T + R		1	3273	0.0003	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.38
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00

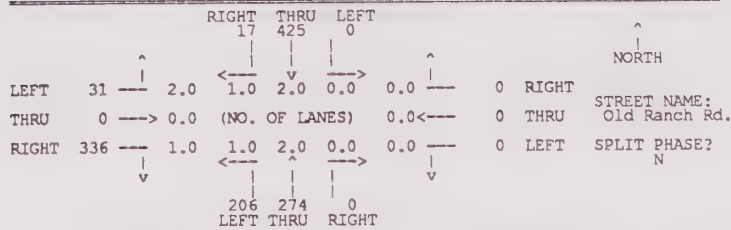


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	197	197	1800	0.1094	0.1694
THRU (T)	392	392	3600	0.1089	
LEFT (L)	21	21	1800	0.0117	
T + R		589	3600	0.1636	
T + L		413	3600	0.1147	
T + R + L		610	3600	0.1694	
SB RIGHT (R)	1	1	1800	0.0006	0.1683
THRU (T)	323	323	3600	0.0897	
LEFT (L)	303	303	1800	0.1683	
T + R		324	3600	0.0900	
EB RIGHT (R)	5	5	1800	0.0028	0.0089
THRU (T)	8	8	1800	0.0044	
LEFT (L)	3	3	1800	0.0017	
T + R		13	1800	0.0072	
T + L		11	1800	0.0061	
T + R + L		16	1800	0.0089	
WB RIGHT (R)	315	12 *	3273	0.0037	0.0656
THRU (T)	3	3	1800	0.0017	
LEFT (L)	118	118	1800	0.0656	
T + R		15	3273	0.0046	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.41
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

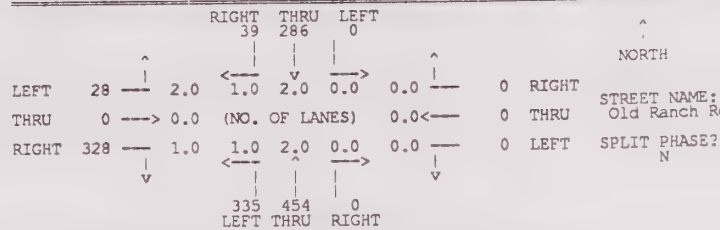
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	274	274	3600	0.0761	
LEFT (L)	206	206	1800	0.1144	0.1144
SB RIGHT (R)	17	0 *	1800	0.0000	
THRU (T)	425	425	3600	0.1181	0.1181
EB RIGHT (R)	336	130 *	1800	0.0722	0.0722
LEFT (L)	31	31	3273	0.0095	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.30
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

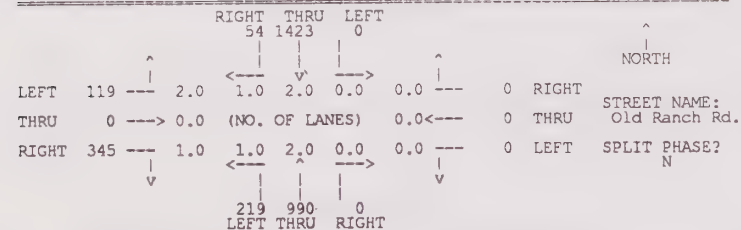
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	454	454	3600	0.1261	
LEFT (L)	335	335	1800	0.1861	0.1861
SB RIGHT (R)	39	24 *	1800	0.0133	
THRU (T)	286	286	3600	0.0794	0.0794
EB RIGHT (R)	328	0 *	1800	0.0000	
LEFT (L)	28	28	3273	0.0086	0.0086

TOTAL VOLUME-TO-CAPACITY RATIO: 0.27
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

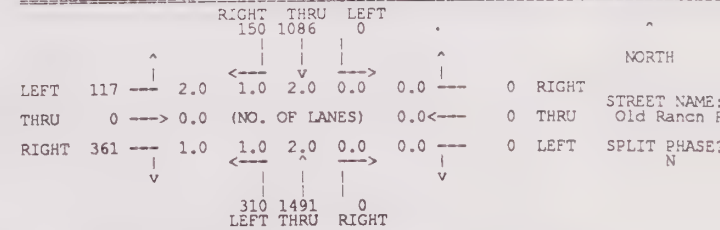
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	990	990	3600	0.2750	
LEFT (L)	219	219	1800	0.1217	0.1217
SB RIGHT (R)	54	0 *	1800	0.0000	
THRU (T)	1423	1423	3600	0.3953	0.3953
EB RIGHT (R)	345	126 *	1800	0.0700	0.0700
LEFT (L)	119	119	3273	0.0364	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1491	1491	3600	0.4142	
LEFT (L)	310	310	1800	0.1722	0.1722
SB RIGHT (R)	150	86 *	1800	0.0478	
THRU (T)	1086	1086	3600	0.3017	0.3017
EB RIGHT (R)	361	51 *	1800	0.0283	
LEFT (L)	117	117	3273	0.0357	0.0357

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CTCA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00

CONDITION : AM Year 2000 No Project

RIGHT 118 THRU 1101 LEFT 0
1.1 3.1 0.0
1.0 1.0 3.0 0.0
377 443 0
LEFT THRU RIGHT

STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	443	443	4950	0.0895	0.2285
LEFT (L)	377	377	1650	0.2285	
SB RIGHT (R)	118	118	1650	0.0715	0.2463
THRU (T)	1101	1101	4950	0.2224	
T + R		1219	4950	0.2463	
EB RIGHT (R)	680	303 *	1650	0.1836	0.1836
LEFT (L)	42	42	1650	0.0255	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.66	
INTERSECTION LEVEL OF SERVICE:				B	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CTCA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00

CONDITION : PM Year 2000 No Project

RIGHT 91 THRU 577 LEFT 0
1.1 3.1 0.0
1.0 1.0 3.0 0.0
715 1115 0
LEFT THRU RIGHT

STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1115	1115	4950	0.2253	0.4333
LEFT (L)	715	715	1650	0.4333	
SB RIGHT (R)	91	91	1650	0.0552	0.1349
THRU (T)	577	577	4950	0.1166	
T + R		668	4950	0.1349	
EB RIGHT (R)	373	0 *	1650	0.0000	0.0752
LEFT (L)	124	124	1650	0.0752	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.64	
INTERSECTION LEVEL OF SERVICE:				B	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CTCA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00

CONDITION : AM Year 2000 With Project

RIGHT 151 THRU 1991 LEFT 0
1.1 3.1 0.0
1.0 1.0 3.0 0.0
379 1145 0
LEFT THRU RIGHT

STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1145	1145	4950	0.2313	0.2297
LEFT (L)	379	379	1650	0.2297	
SB RIGHT (R)	151	151	1650	0.0915	0.4327
THRU (T)	1991	1991	4950	0.4022	
T + R		2142	4950	0.4327	
EB RIGHT (R)	626	247 *	1650	0.1497	0.1497
LEFT (L)	77	77	1650	0.0467	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.81	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CTCA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00

CONDITION : PM Year 2000 With Project

RIGHT 139 THRU 1327 LEFT 0
1.1 3.1 0.0
1.0 1.0 3.0 0.0
656 2019 0
LEFT THRU RIGHT

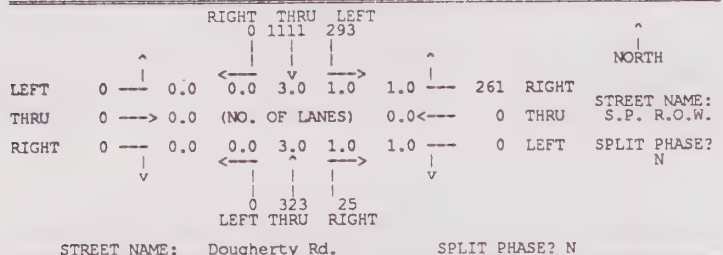
STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	2019	2019	4950	0.4079	0.3976
LEFT (L)	656	656	1650	0.3976	
SB RIGHT (R)	139	139	1650	0.0842	0.2962
THRU (T)	1327	1327	4950	0.2681	
T + R		1466	4950	0.2962	
EB RIGHT (R)	363	0 *	1650	0.0000	0.1000
LEFT (L)	165	165	1650	0.1000	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.79	
INTERSECTION LEVEL OF SERVICE:				C	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :

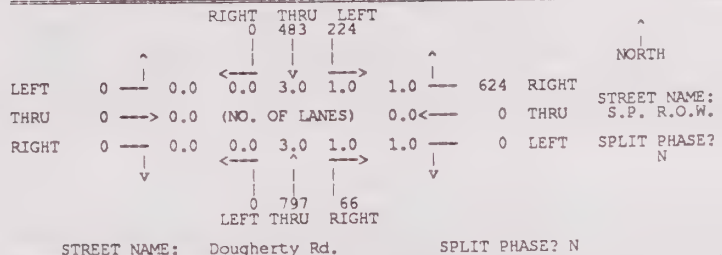


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	25	25	1720	0.0145	
THRU (T)	323	323	5160	0.0626	0.0626
SB THRU (T)	1111	1111	5160	0.2153	
LEFT (L)	293	293	1720	0.1703	0.1703
WB RIGHT (R)	261	0 *	1720	0.0000	
LEFT (L)	0	0	1720	0.0000	0.0000
TOTAL VOLUME-TO-CAPACITY RATIO:					0.23
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :

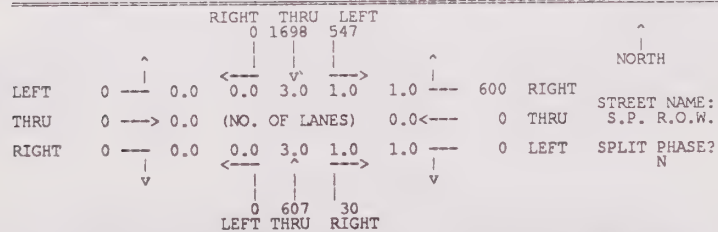


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	66	66	1720	0.0384	
THRU (T)	797	797	5160	0.1545	0.1545
SB THRU (T)	483	483	5160	0.0936	
LEFT (L)	224	224	1720	0.1302	0.1302
WB RIGHT (R)	624	400 *	1720	0.2326	
LEFT (L)	0	0	1720	0.0000	0.2326
TOTAL VOLUME-TO-CAPACITY RATIO:					0.52
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :

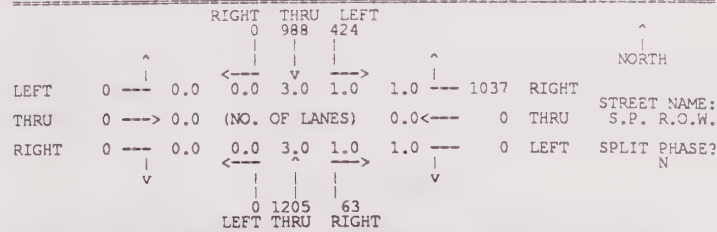


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	30	30	1720	0.0174	
THRU (T)	607	607	5160	0.1176	0.1176
SB THRU (T)	1698	1698	5160	0.3291	
LEFT (L)	547	547	1720	0.3180	0.3180
WB RIGHT (R)	600	53 *	1720	0.0308	
LEFT (L)	0	0	1720	0.0000	0.0308
TOTAL VOLUME-TO-CAPACITY RATIO:					0.47
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	63	63	1720	0.0366	
THRU (T)	1205	1205	5160	0.2335	0.2335
SB THRU (T)	988	988	5160	0.1915	
LEFT (L)	424	424	1720	0.2465	0.2465
WB RIGHT (R)	1037	613 *	1720	0.3564	
LEFT (L)	0	0	1720	0.0000	0.3564
TOTAL VOLUME-TO-CAPACITY RATIO:					0.84
INTERSECTION LEVEL OF SERVICE:					D

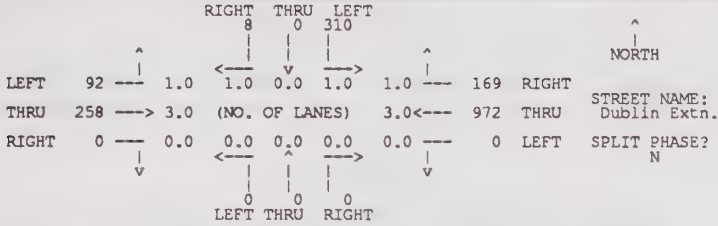
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	8	0 *	1720	0.0000	
LEFT (L)	310	310	1720	0.1802	0.1802
EB THRU (T)	258	258	5160	0.0500	
LEFT (L)	92	92	1720	0.0535	0.0535
WB RIGHT (R)	169	0 *	1720	0.0000	
THRU (T)	972	972	5160	0.1884	0.1884

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

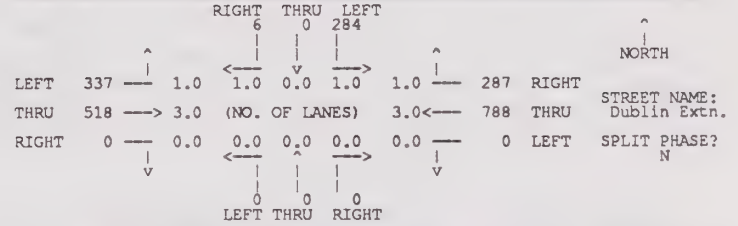
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	6	0 *	1720	0.0000	
LEFT (L)	284	284	1720	0.1651	0.1651
EB THRU (T)	518	518	5160	0.1004	
LEFT (L)	337	337	1720	0.1959	0.1959
WB RIGHT (R)	287	3 *	1720	0.0017	
THRU (T)	788	788	5160	0.1527	0.1527

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
 INTERSECTION LEVEL OF SERVICE: A

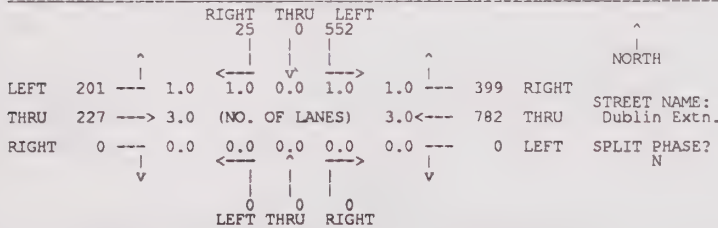
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	25	0 *	1720	0.0000	
LEFT (L)	552	552	1720	0.3209	0.3209
EB THRU (T)	227	227	5160	0.0440	
LEFT (L)	201	201	1720	0.1169	0.1169
WB RIGHT (R)	399	0 *	1720	0.0000	
THRU (T)	782	782	5160	0.1516	0.1516

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

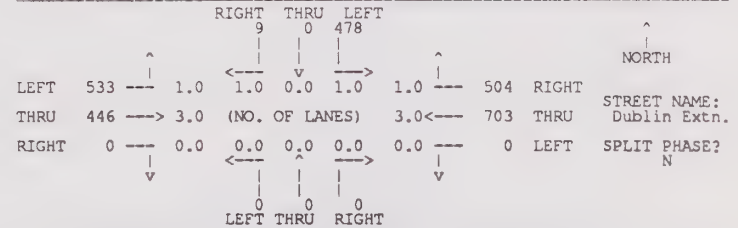
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	9	0 *	1720	0.0000	
LEFT (L)	478	478	1720	0.2779	0.2779
EB THRU (T)	446	446	5160	0.0864	
LEFT (L)	533	533	1720	0.3099	0.3099
WB RIGHT (R)	504	26 *	1720	0.0151	
THRU (T)	703	703	5160	0.1362	0.1362

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
 INTERSECTION LEVEL OF SERVICE: C

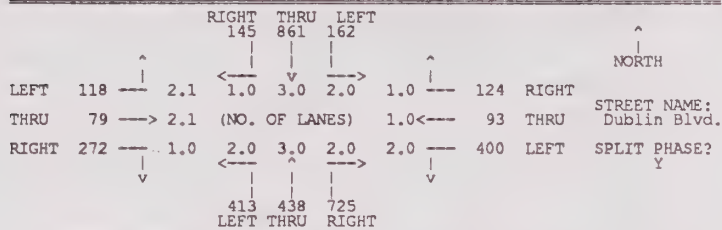
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project FILE 29133-00



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	725	505 *	3000	0.1683	
THRU (T)	438	438	4950	0.0885	
LEFT (L)	413	413	3000	0.1377	0.1377
SB RIGHT (R)	145	80 *	1650	0.0485	
THRU (T)	861	861	4950	0.1739	0.1739
LEFT (L)	162	162	3000	0.0540	
EB RIGHT (R)	272	45 *	1650	0.0273	
THRU (T)	79	79	3300	0.0239	
LEFT (L)	118	118	3000	0.0393	
T + L		197	4650	0.0424	0.0424
WB RIGHT (R)	124	35 *	1650	0.0212	
THRU (T)	93	93	1650	0.0564	
LEFT (L)	400	400	3000	0.1333	0.1333

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

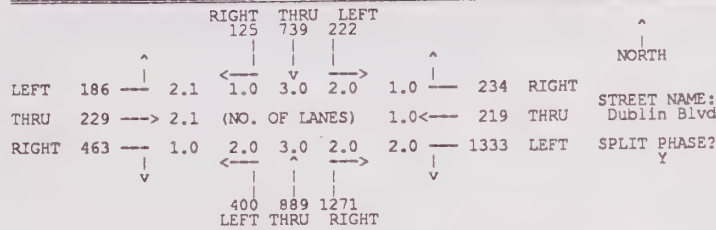
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project FILE 29133-00



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1271	538 *	3000	0.1793	
THRU (T)	889	889	4950	0.1796	
LEFT (L)	400	400	3000	0.1333	0.1333
SB RIGHT (R)	125	23 *	1650	0.0139	
THRU (T)	739	739	4950	0.1493	0.1493
LEFT (L)	222	222	3000	0.0740	
EB RIGHT (R)	463	243 *	1650	0.1473	0.1473
THRU (T)	229	229	3300	0.0694	
LEFT (L)	186	186	3000	0.0620	
T + L		415	4650	0.0892	
WB RIGHT (R)	234	112 *	1650	0.0679	
THRU (T)	219	219	1650	0.1327	
LEFT (L)	1333	1333	3000	0.4443	0.4443

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

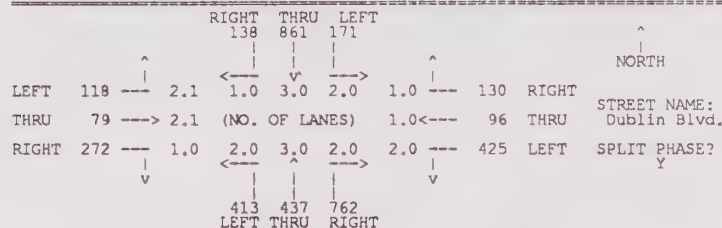
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project FILE 29133-00



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	762	528 *	3000	0.1760	
THRU (T)	437	437	4950	0.0883	
LEFT (L)	413	413	3000	0.1377	0.1377
SB RIGHT (R)	138	73 *	1650	0.0442	
THRU (T)	861	861	4950	0.1739	0.1739
LEFT (L)	171	171	3000	0.0570	
EB RIGHT (R)	272	45 *	1650	0.0273	
THRU (T)	79	79	3300	0.0239	
LEFT (L)	118	118	3000	0.0393	
T + L		197	4650	0.0424	0.0424
WB RIGHT (R)	130	36 *	1650	0.0218	
THRU (T)	96	96	1650	0.0582	
LEFT (L)	425	425	3000	0.1417	0.1417

TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
INTERSECTION LEVEL OF SERVICE: A

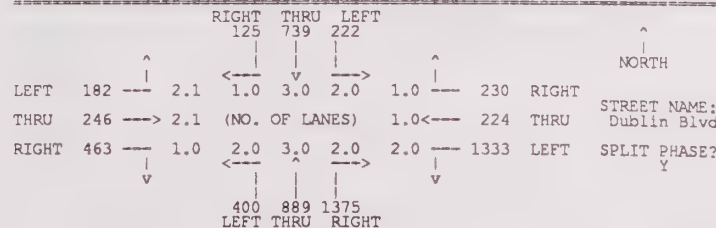
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project FILE 29133-00



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

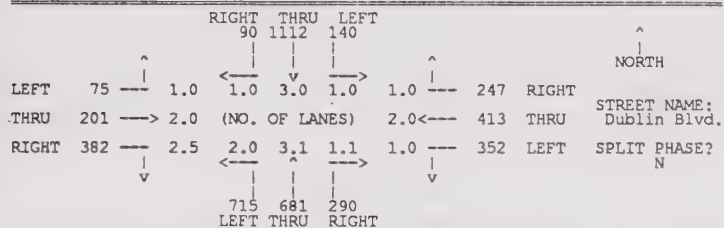
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1375	642 *	3000	0.2140	0.2140
THRU (T)	889	889	4950	0.1796	
LEFT (L)	400	400	3000	0.1333	
SB RIGHT (R)	125	25 *	1650	0.0152	
THRU (T)	739	739	4950	0.1493	
LEFT (L)	222	222	3000	0.0740	0.0740
EB RIGHT (R)	463	243 *	1650	0.1473	0.1473
THRU (T)	246	246	3300	0.0745	
LEFT (L)	182	182	3000	0.0607	
T + L		428	4650	0.0920	
WB RIGHT (R)	230	108 *	1650	0.0655	
THRU (T)	224	224	1650	0.1358	
LEFT (L)	1333	1333	3000	0.4443	0.4443

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :

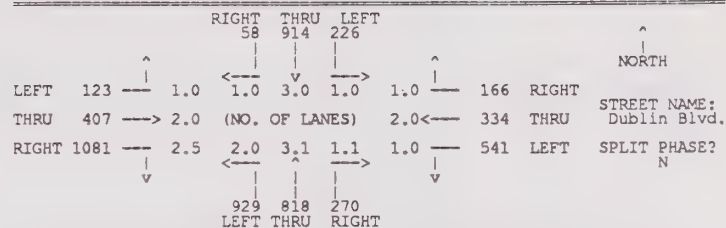


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	290	290	1650	0.1758	
THRU (T)	681	681	4950	0.1376	
LEFT (L)	715	715	3000	0.2383	0.2383
T + R		971	4950	0.1962	
SB RIGHT (R)	90	15 *	1650	0.0091	
THRU (T)	1112	1112	4950	0.2246	0.2246
LEFT (L)	140	140	1650	0.0848	
EB RIGHT (R)	382	0 *	3000	0.0000	
THRU (T)	201	201	3300	0.0609	0.0609
LEFT (L)	75	75	1650	0.0455	
WB RIGHT (R)	247	107 *	1650	0.0648	
THRU (T)	413	413	3300	0.1252	
LEFT (L)	352	352	1650	0.2133	0.2133
TOTAL VOLUME-TO-CAPACITY RATIO:					0.74
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :

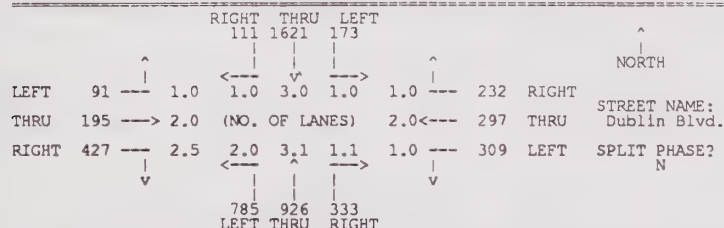


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	270	270	1650	0.1636	
THRU (T)	818	818	4950	0.1653	
LEFT (L)	929	929	3000	0.3097	0.3097
T + R		1088	4950	0.2198	
SB RIGHT (R)	58	0 *	1650	0.0000	
THRU (T)	914	914	4950	0.1846	0.1846
LEFT (L)	226	226	1650	0.1370	
EB RIGHT (R)	1081	152 *	3000	0.0507	
THRU (T)	407	407	3300	0.1233	0.1233
LEFT (L)	123	123	1650	0.0745	
WB RIGHT (R)	166	0 *	1650	0.0000	
THRU (T)	334	334	3300	0.1012	
LEFT (L)	541	541	1650	0.3279	0.3279
TOTAL VOLUME-TO-CAPACITY RATIO:					0.95
INTERSECTION LEVEL OF SERVICE:					E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :

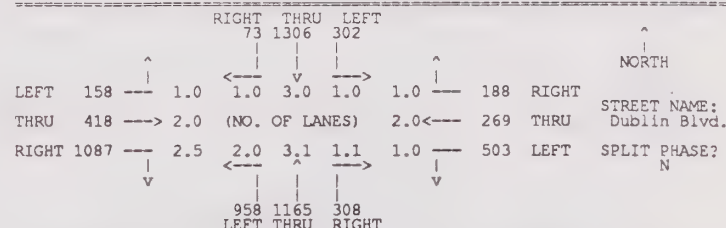


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	333	333	1650	0.2018	
THRU (T)	926	926	4950	0.1871	
LEFT (L)	785	785	3000	0.2617	0.2617
T + R		1259	4950	0.2543	
SB RIGHT (R)	111	20 *	1650	0.0121	
THRU (T)	1621	1621	4950	0.3275	0.3275
LEFT (L)	173	173	1650	0.1048	
EB RIGHT (R)	427	0 *	3000	0.0000	
THRU (T)	195	195	3300	0.0591	0.0591
LEFT (L)	91	91	1650	0.0552	
WB RIGHT (R)	232	59 *	1650	0.0358	
THRU (T)	297	297	3300	0.0900	
LEFT (L)	309	309	1650	0.1873	0.1873
TOTAL VOLUME-TO-CAPACITY RATIO:					0.84
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	308	308	1650	0.1867	
THRU (T)	1165	1165	4950	0.2354	
LEFT (L)	958	958	3000	0.3193	0.3193
T + R		1473	4950	0.2976	
SB RIGHT (R)	73	0 *	1650	0.0000	
THRU (T)	1306	1306	4950	0.2638	0.2638
LEFT (L)	302	302	1650	0.1830	
EB RIGHT (R)	1087	129 *	3000	0.0430	
THRU (T)	418	418	3300	0.1267	0.1267
LEFT (L)	158	158	1650	0.0958	
WB RIGHT (R)	188	0 *	1650	0.0000	
THRU (T)	269	269	3300	0.0815	
LEFT (L)	503	503	1650	0.3048	0.3048
TOTAL VOLUME-TO-CAPACITY RATIO:					1.01
INTERSECTION LEVEL OF SERVICE:					F

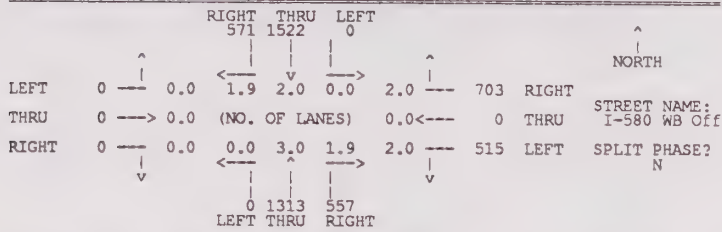
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	557	557	1800	0.3094	
THRU (T)	1313	1313	5400	0.2431	
SB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	1522	1522	3600	0.4228	0.4228
WB RIGHT (R)	703	3 *\$	3273	0.0009	
LEFT (L)	515	515	3273	0.1573	0.1573

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

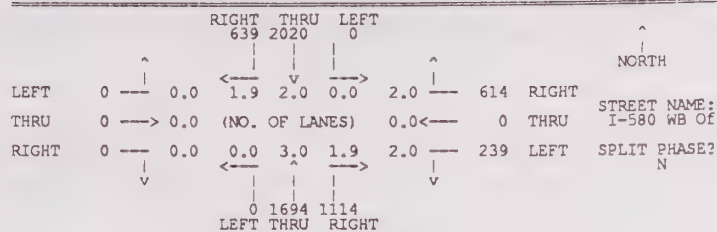
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1114	1114	1800	0.6189	
THRU (T)	1694	1694	5400	0.3137	
SB RIGHT (R)	639	639	1800	0.3550	
THRU (T)	2020	2020	3600	0.5611	0.5611
WB RIGHT (R)	614	208 *\$	3273	0.0636	
LEFT (L)	239	239	3273	0.0730	0.0730

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

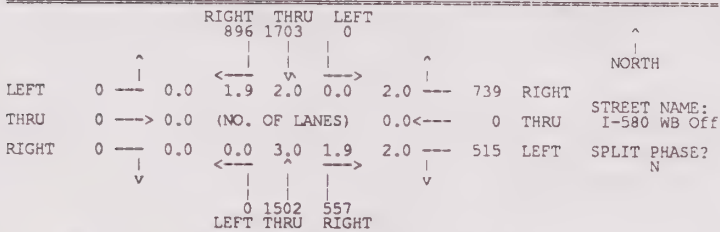
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	557	557	1800	0.3094	
THRU (T)	1502	1502	5400	0.2781	
SB RIGHT (R)	896	896	1800	0.4978	
THRU (T)	1703	1703	3600	0.4731	0.4731
WB RIGHT (R)	739	141 *\$	3273	0.0431	
LEFT (L)	515	515	3273	0.1573	0.1573

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

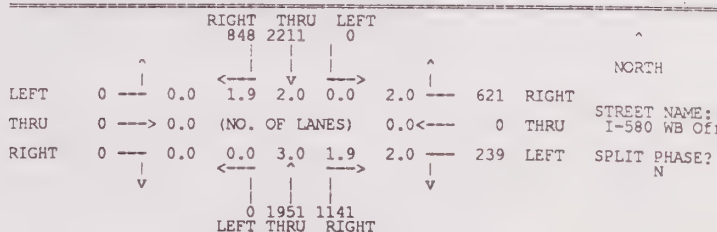
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1141	1141	1800	0.6339	
THRU (T)	1951	1951	5400	0.3613	
SB RIGHT (R)	848	848	1800	0.4711	
THRU (T)	2211	2211	3600	0.6142	0.6142
WB RIGHT (R)	621	472 *\$	3273	0.1442	
LEFT (L)	239	239	3273	0.0730	0.1442

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

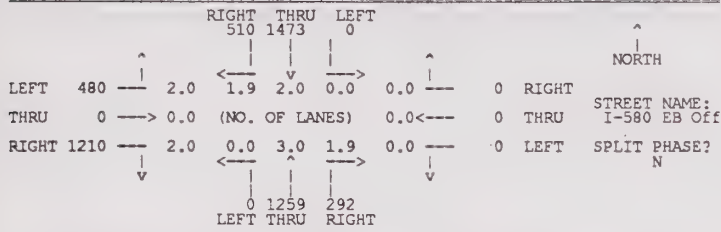
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00



STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	292	292	1800	0.1622	
THRU (T)	1259	1259	5400	0.2331	
SB RIGHT (R)	510	510	1800	0.2833	
THRU (T)	1473	1473	3600	0.4092	0.4092
EB RIGHT (R)	1210	583 *\$	3273	0.1781	0.1781
LEFT (L)	480	480	3273	0.1467	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

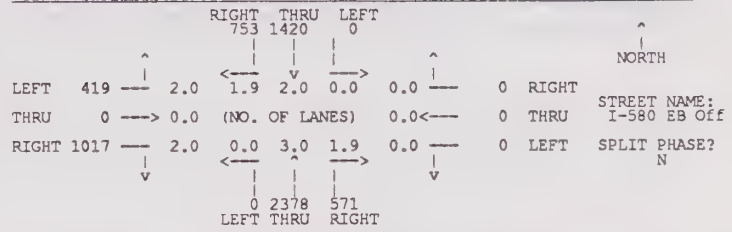
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00



STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	2378	2378	5400	0.4404	0.4404
SB RIGHT (R)	753	753	1800	0.4183	
THRU (T)	1420	1420	3600	0.3944	
EB RIGHT (R)	1017	337 *\$	3273	0.1030	
LEFT (L)	419	419	3273	0.1280	0.1280

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

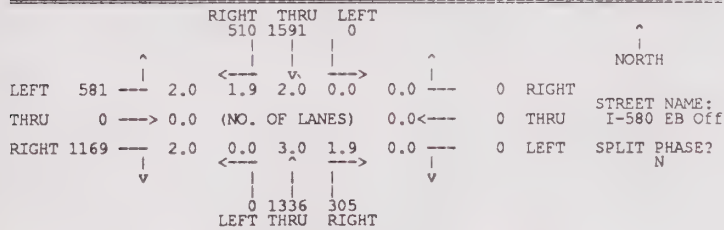
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00



STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	305	305	1800	0.1694	
THRU (T)	1336	1336	5400	0.2474	
SB RIGHT (R)	510	510	1800	0.2833	
THRU (T)	1591	1591	3600	0.4419	0.4419
EB RIGHT (R)	1169	660 *\$	3273	0.2016	0.2016
LEFT (L)	581	581	3273	0.1775	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
 INTERSECTION LEVEL OF SERVICE: B

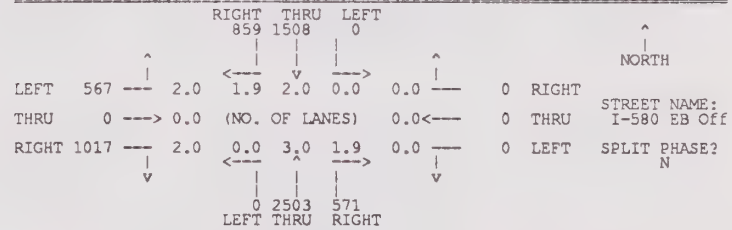
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00



STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL

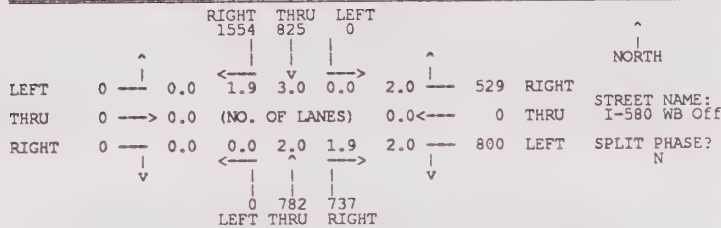
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	2503	2503	5400	0.4635	0.4635
SB RIGHT (R)	859	859	1800	0.4772	
THRU (T)	1508	1508	3600	0.4189	
EB RIGHT (R)	1017	425 *\$	3273	0.1299	
LEFT (L)	567	567	3273	0.1732	0.1732

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

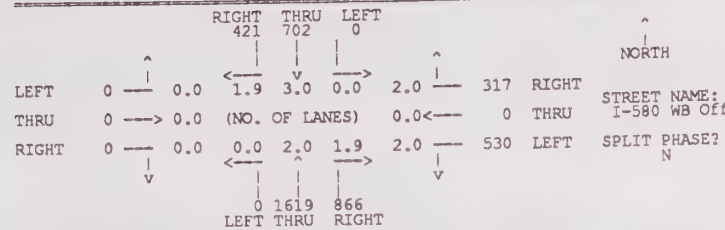
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : AM Year 2000 No Project



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	0.2370
THRU (T)	782	782	3300	0.2370	
SB RIGHT (R)	1554	1554	1650	0.9418 **	0.1667
THRU (T)	825	825	4950	0.1667	
WB RIGHT (R)	529	0 *\$	3000	0.0000	0.2667
LEFT (L)	800	800	3000	0.2667	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
 INTERSECTION LEVEL OF SERVICE: A
 * ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

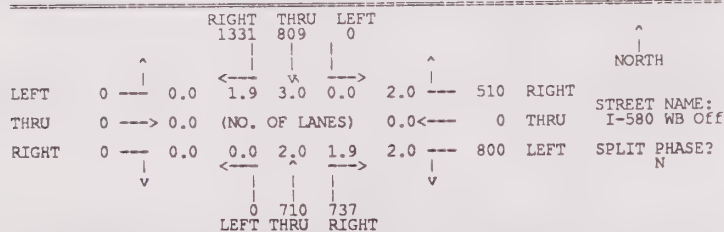
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : PM Year 2000 No Project



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	0.4906
THRU (T)	1619	1619	3300	0.4906	
SB RIGHT (R)	421	421	1650	0.2552	0.1767
THRU (T)	702	702	4950	0.1418	
WB RIGHT (R)	317	317 \$	3000	0.1057	0.1767
LEFT (L)	530	530	3000	0.1767	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
 INTERSECTION LEVEL OF SERVICE: B
 * ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

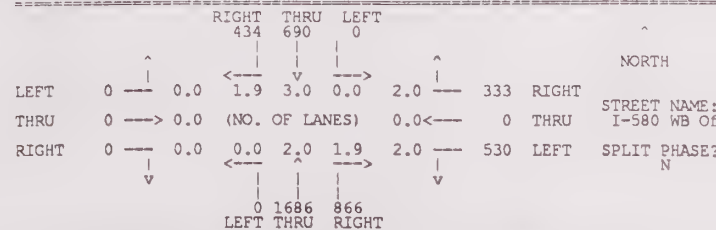
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : AM Year 2000 With Project



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	0.2152
THRU (T)	710	710	3300	0.2152	
SB RIGHT (R)	1331	1331	1650	0.8067	0.1634
THRU (T)	809	809	4950	0.1634	
WB RIGHT (R)	510	0 *\$	3000	0.0000	0.2667
LEFT (L)	800	800	3000	0.2667	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
 INTERSECTION LEVEL OF SERVICE: A
 * ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : PM Year 2000 With Project



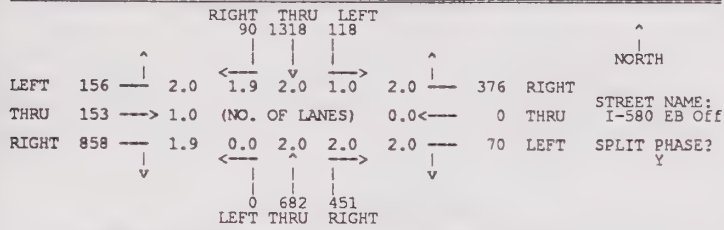
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	0.5109
THRU (T)	1686	1686	3300	0.5109	
SB RIGHT (R)	434	434	1650	0.2630	0.1394
THRU (T)	690	690	4950	0.1394	
WB RIGHT (R)	333	333 \$	3000	0.1110	0.1767
LEFT (L)	530	530	3000	0.1767	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
 INTERSECTION LEVEL OF SERVICE: B
 * ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : AM Year 2000 No Project



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	682	682	3300	0.2067	
SB RIGHT (R)	90	90	1650	0.0545	
THRU (T)	1318	1318	3300	0.3994	0.3994
LEFT (L)	118	118	1650	0.0715	
EB RIGHT (R)	858	858	1650	0.5200	
THRU (T)	153	153	1650	0.0927	0.0927
LEFT (L)	156	156	3000	0.0520	
WB RIGHT (R)	376	258 *	3000	0.0860	0.0860
LEFT (L)	70	70	3000	0.0233	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

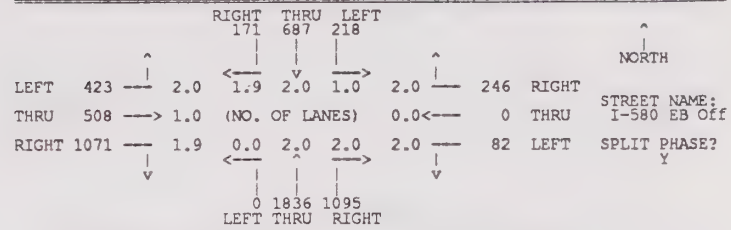
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : PM Year 2000 No Project



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1095	1050 *	3000	0.3500	
THRU (T)	1836	1836	3300	0.5564	0.5564
SB RIGHT (R)	171	171	1650	0.1036	
THRU (T)	687	687	3300	0.2082	
LEFT (L)	218	218	1650	0.1321	0.1321
EB RIGHT (R)	1071	1071	1650	0.6491	
THRU (T)	508	508	1650	0.3079	0.3079
LEFT (L)	423	423	3000	0.1410	
WB RIGHT (R)	246	28 *	3000	0.0093	
LEFT (L)	82	82	3000	0.0273	0.0273

TOTAL VOLUME-TO-CAPACITY RATIO: 1.02
 INTERSECTION LEVEL OF SERVICE: F

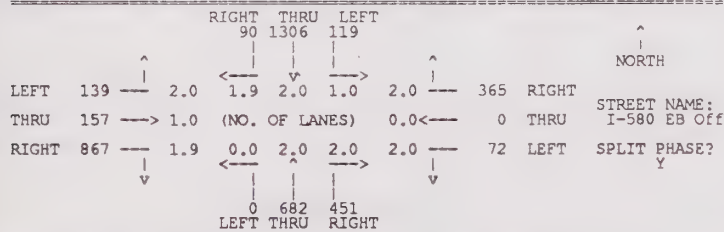
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : AM Year 2000 With Project



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	411 *	3000	0.1370	
THRU (T)	682	682	3300	0.2067	
SB RIGHT (R)	90	90	1650	0.0545	
THRU (T)	1306	1306	3300	0.3958	0.3958
LEFT (L)	119	119	1650	0.0721	
EB RIGHT (R)	867	867	1650	0.5255	
THRU (T)	157	157	1650	0.0952	0.0952
LEFT (L)	139	139	3000	0.0463	
WB RIGHT (R)	365	246 *	3000	0.0820	0.0820
LEFT (L)	72	72	3000	0.0240	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

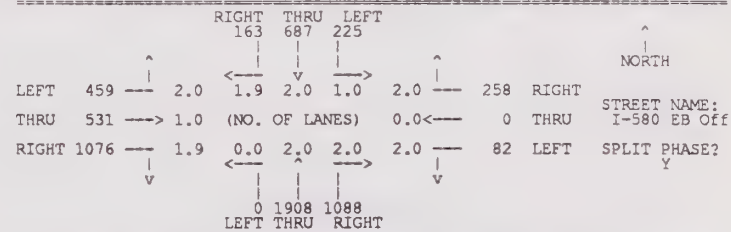
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-00
 CONDITION : PM Year 2000 With Project



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

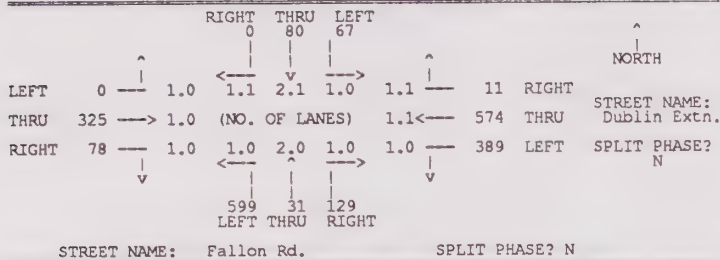
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1088	1043 *	3000	0.3477	
THRU (T)	1908	1908	3300	0.5782	0.5782
SB RIGHT (R)	163	163	1650	0.0988	
THRU (T)	687	687	3300	0.2082	
LEFT (L)	225	225	1650	0.1364	0.1364
EB RIGHT (R)	1076	1076	1650	0.6521	
THRU (T)	531	531	1650	0.3218	0.3218
LEFT (L)	459	459	3000	0.1530	
WB RIGHT (R)	258	33 *	3000	0.0110	
LEFT (L)	82	82	3000	0.0273	0.0273

TOTAL VOLUME-TO-CAPACITY RATIO: 1.06
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

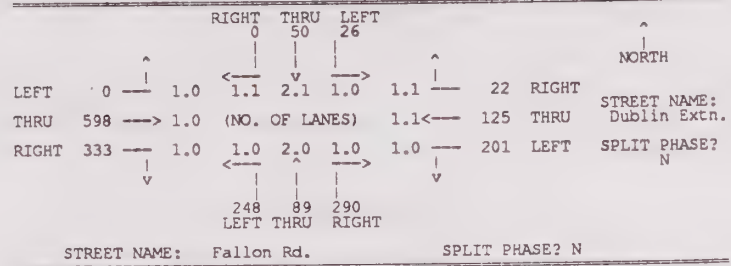
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	129	0 *	1650	0.0000	0.3630
THRU (T)	31	31	3300	0.0094	
LEFT (L)	599	599	1650	0.3630	
SB RIGHT (R)	0	0	1650	0.0000	0.0242
THRU (T)	80	80	3300	0.0242	
LEFT (L)	67	67	1650	0.0406	
T + R		80	3300	0.0242	
EB RIGHT (R)	78	0 *	1650	0.0000	0.1970
THRU (T)	325	325	1650	0.1970	
LEFT (L)	0	0	1650	0.0000	
WB RIGHT (R)	11	11	1650	0.0067	0.2358
THRU (T)	574	574	1650	0.3479	
LEFT (L)	389	389	1650	0.2358	
T + R		585	1650	0.3545	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
 INTERSECTION LEVEL OF SERVICE: D
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

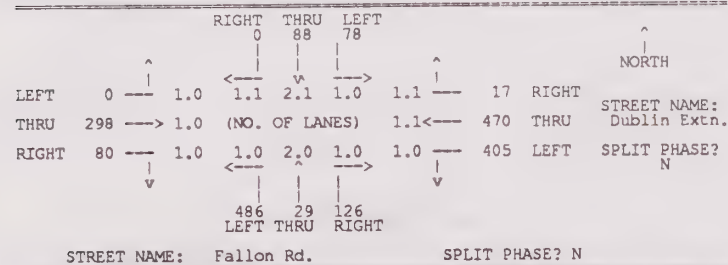
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	290	89 *	1650	0.0539	0.1503
THRU (T)	89	89	3300	0.0270	
LEFT (L)	248	248	1650	0.1503	
SB RIGHT (R)	0	0	1650	0.0000	0.0152
THRU (T)	50	50	3300	0.0152	
LEFT (L)	26	26	1650	0.0158	
T + R		50	3300	0.0152	
EB RIGHT (R)	333	85 *	1650	0.0515	0.3624
THRU (T)	598	598	1650	0.3624	
LEFT (L)	0	0	1650	0.0000	
WB RIGHT (R)	22	22	1650	0.0133	0.1218
THRU (T)	125	125	1650	0.0758	
LEFT (L)	201	201	1650	0.1218	
T + R		147	1650	0.0891	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

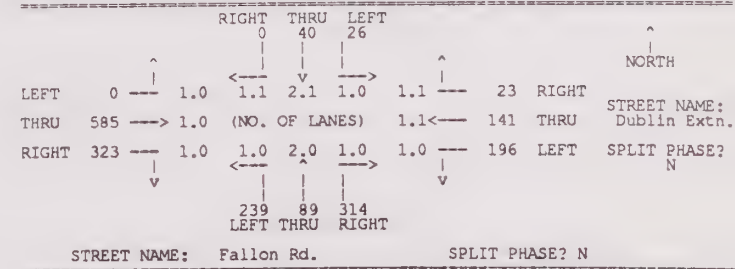
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	126	0 *	1650	0.0000	0.2945
THRU (T)	29	29	3300	0.0088	
LEFT (L)	486	486	1650	0.2945	
SB RIGHT (R)	0	0	1650	0.0000	0.0267
THRU (T)	88	88	3300	0.0267	
LEFT (L)	78	78	1650	0.0473	
T + R		88	3300	0.0267	
EB RIGHT (R)	80	0 *	1650	0.0000	0.1806
THRU (T)	298	298	1650	0.1806	
LEFT (L)	0	0	1650	0.0000	
WB RIGHT (R)	17	17	1650	0.0103	0.2455
THRU (T)	470	470	1650	0.2848	
LEFT (L)	405	405	1650	0.2455	
T + R		487	1650	0.2952	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

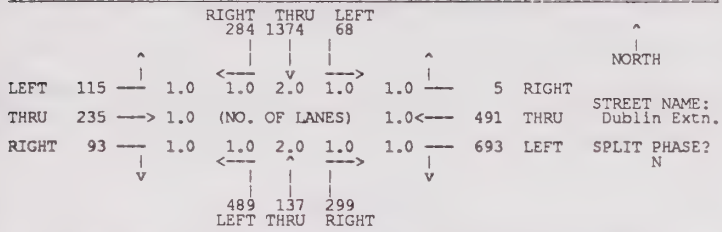
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	314	118 *	1650	0.0715	0.1448
THRU (T)	89	89	3300	0.0270	
LEFT (L)	239	239	1650	0.1448	
SB RIGHT (R)	0	0	1650	0.0000	0.0121
THRU (T)	40	40	3300	0.0121	
LEFT (L)	26	26	1650	0.0158	
T + R		40	3300	0.0121	
EB RIGHT (R)	323	84 *	1650	0.0509	0.3545
THRU (T)	585	585	1650	0.3545	
LEFT (L)	0	0	1650	0.0000	
WB RIGHT (R)	23	23	1650	0.0139	0.1188
THRU (T)	141	141	1650	0.0855	
LEFT (L)	196	196	1650	0.1188	
T + R		164	1650	0.0994	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00

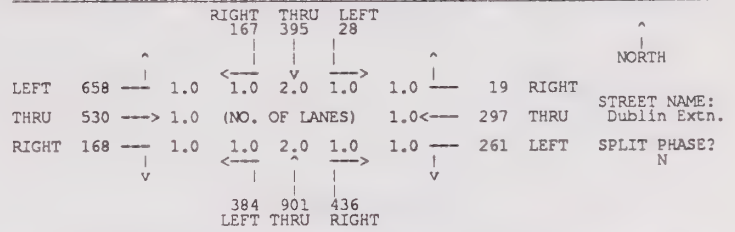


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	299	0 *	1650	0.0000	
THRU (T)	137	137	3300	0.0415	
LEFT (L)	489	489	1650	0.2964	0.2964
SB RIGHT (R)	284	169 *	1650	0.1024	
THRU (T)	1374	1374	3300	0.4164	0.4164
LEFT (L)	68	68	1650	0.0412	
EB RIGHT (R)	93	0 *	1650	0.0000	
THRU (T)	235	235	1650	0.1424	0.1424
LEFT (L)	115	115	1650	0.0697	
WB RIGHT (R)	5	0 *	1650	0.0000	
THRU (T)	491	491	1650	0.2976	
LEFT (L)	693	693	1650	0.4200	0.4200
TOTAL VOLUME-TO-CAPACITY RATIO:				1.28	
INTERSECTION LEVEL OF SERVICE:				F	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00

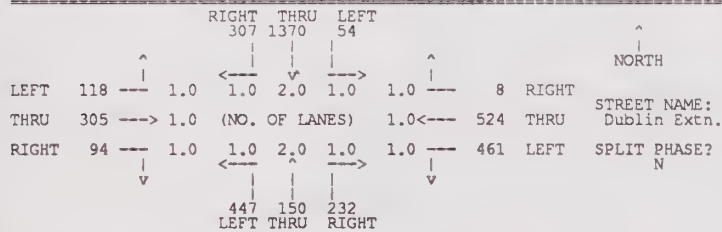


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	436	175 *	1650	0.1061	
THRU (T)	901	901	3300	0.2730	
LEFT (L)	384	384	1650	0.2327	0.2327
SB RIGHT (R)	167	0 *	1650	0.0000	
THRU (T)	395	395	3300	0.1197	0.1197
LEFT (L)	28	28	1650	0.0170	
EB RIGHT (R)	168	0 *	1650	0.0000	
THRU (T)	530	530	1650	0.3212	
LEFT (L)	658	658	1650	0.3988	0.3988
WB RIGHT (R)	19	0 *	1650	0.0000	
THRU (T)	297	297	1650	0.1800	0.1800
LEFT (L)	261	261	1650	0.1582	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.93	
INTERSECTION LEVEL OF SERVICE:				E	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00

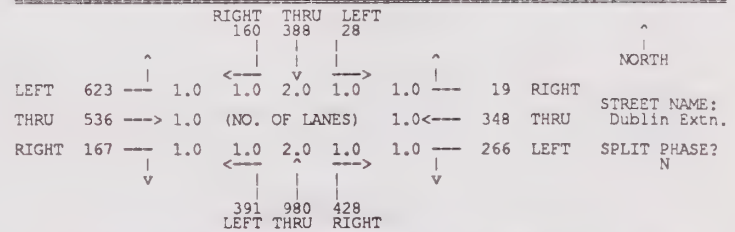


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	232	0 *	1650	0.0000	
THRU (T)	150	150	3300	0.0455	
LEFT (L)	447	447	1650	0.2709	0.2709
SB RIGHT (R)	307	189 *	1650	0.1145	
THRU (T)	1370	1370	3300	0.4152	0.4152
LEFT (L)	54	54	1650	0.0327	
EB RIGHT (R)	94	0 *	1650	0.0000	
THRU (T)	305	305	1650	0.1848	0.1848
LEFT (L)	118	118	1650	0.0715	
WB RIGHT (R)	8	0 *	1650	0.0000	
THRU (T)	524	524	1650	0.3176	
LEFT (L)	461	461	1650	0.2794	0.2794
TOTAL VOLUME-TO-CAPACITY RATIO:				1.15	
INTERSECTION LEVEL OF SERVICE:				F	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00

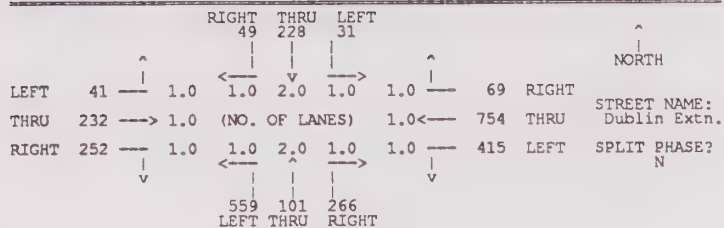


8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	428	162 *	1650	0.0982	
THRU (T)	980	980	3300	0.2970	
LEFT (L)	391	391	1650	0.2370	0.2370
SB RIGHT (R)	160	0 *	1650	0.0000	
THRU (T)	388	388	3300	0.1176	0.1176
LEFT (L)	28	28	1650	0.0170	
EB RIGHT (R)	167	0 *	1650	0.0000	
THRU (T)	536	536	1650	0.3248	
LEFT (L)	623	623	1650	0.3776	0.3776
WB RIGHT (R)	19	0 *	1650	0.0000	
THRU (T)	348	348	1650	0.2109	0.2109
LEFT (L)	266	266	1650	0.1612	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.94	
INTERSECTION LEVEL OF SERVICE:				E	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

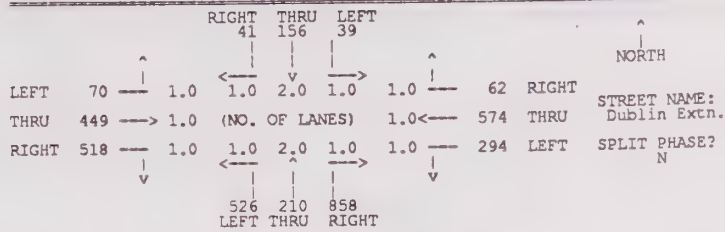
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	266	0 *	1650	0.0000	
THRU (T)	101	101	3300	0.0306	
LEFT (L)	559	559	1650	0.3388	0.3388
SB RIGHT (R)	49	8 *	1650	0.0048	
THRU (T)	228	228	3300	0.0691	0.0691
LEFT (L)	31	31	1650	0.0188	
EB RIGHT (R)	252	0 *	1650	0.0000	
THRU (T)	232	232	1650	0.1406	
LEFT (L)	41	41	1650	0.0248	0.0248
WB RIGHT (R)	69	38 *	1650	0.0230	
THRU (T)	754	754	1650	0.4570	0.4570
LEFT (L)	415	415	1650	0.2515	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

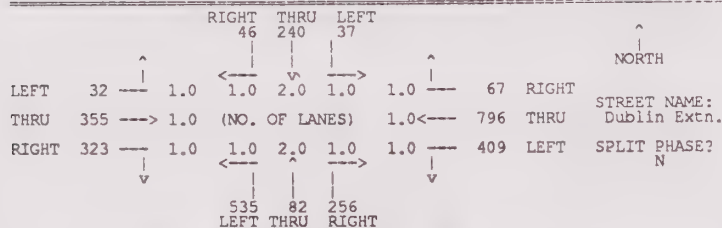
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	858	564 *	1650	0.3418	
THRU (T)	210	210	3300	0.0636	
LEFT (L)	526	526	1650	0.3188	0.3188
SB RIGHT (R)	41	0 *	1650	0.0000	
THRU (T)	156	156	3300	0.0473	0.0473
LEFT (L)	39	39	1650	0.0236	
EB RIGHT (R)	518	0 *	1650	0.0000	
THRU (T)	449	449	1650	0.2721	0.2721
LEFT (L)	70	70	1650	0.0424	
WB RIGHT (R)	62	23 *	1650	0.0139	
THRU (T)	574	574	1650	0.3479	
LEFT (L)	294	294	1650	0.1782	0.1782

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

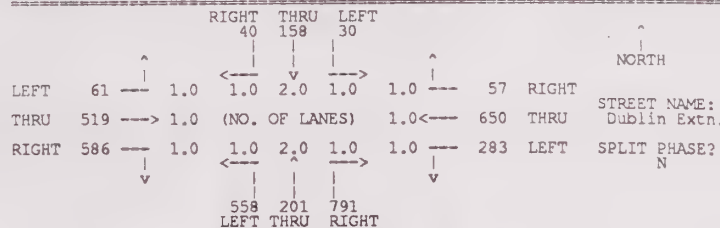
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	256	0 *	1650	0.0000	
THRU (T)	82	82	3300	0.0248	
LEFT (L)	535	535	1650	0.3242	0.3242
SB RIGHT (R)	46	14 *	1650	0.0085	
THRU (T)	240	240	3300	0.0727	0.0727
LEFT (L)	37	37	1650	0.0224	
EB RIGHT (R)	323	0 *	1650	0.0000	
THRU (T)	355	355	1650	0.2152	
LEFT (L)	32	32	1650	0.0194	0.0194
WB RIGHT (R)	67	30 *	1650	0.0182	
THRU (T)	796	796	1650	0.4824	0.4824
LEFT (L)	409	409	1650	0.2479	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	791	508 *	1650	0.3079	
THRU (T)	201	201	3300	0.0609	
LEFT (L)	558	558	1650	0.3382	0.3382
SB RIGHT (R)	40	0 *	1650	0.0000	
THRU (T)	158	158	3300	0.0479	0.0479
LEFT (L)	30	30	1650	0.0182	
EB RIGHT (R)	586	28 *	1650	0.0170	
THRU (T)	519	519	1650	0.3145	0.3145
LEFT (L)	61	61	1650	0.0370	
WB RIGHT (R)	57	27 *	1650	0.0164	
THRU (T)	650	650	1650	0.3939	
LEFT (L)	283	283	1650	0.1715	0.1715

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

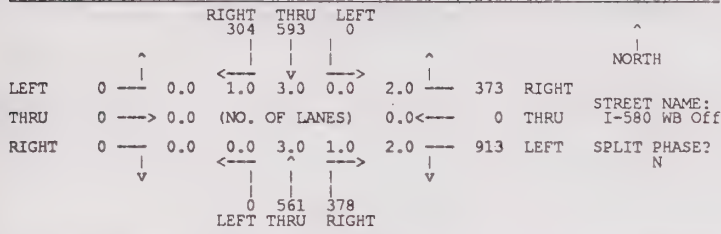
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	378	0 *\$	1720	0.0000	
THRU (T)	561	561	5160	0.1087	
SB RIGHT (R)	304	0 *\$	1720	0.0000	
THRU (T)	593	593	5160	0.1149	0.1149
WB RIGHT (R)	373	0 *\$	3127	0.0000	
LEFT (L)	913	913	3127	0.2920	0.2920

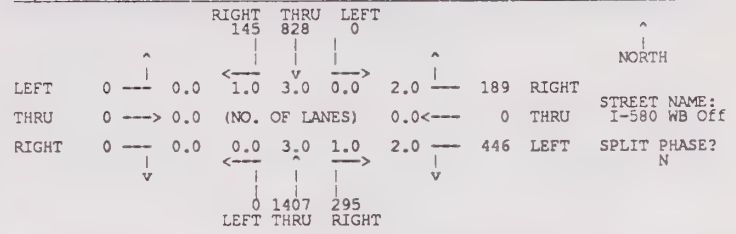
TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	295	0 *\$	1720	0.0000	
THRU (T)	1407	1407	5160	0.2727	0.2727
SB RIGHT (R)	145	0 *\$	1720	0.0000	
THRU (T)	828	828	5160	0.1605	
WB RIGHT (R)	189	0 *\$	3127	0.0000	
LEFT (L)	446	446	3127	0.1426	0.1426

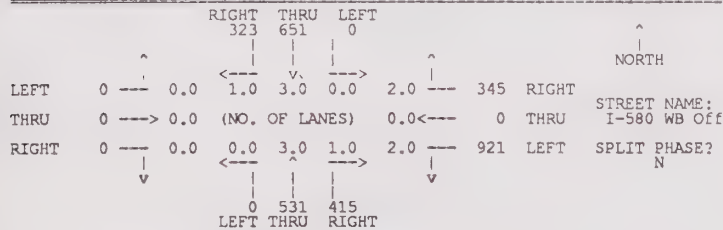
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	415	0 *\$	1720	0.0000	
THRU (T)	531	531	5160	0.1029	
SB RIGHT (R)	323	0 *\$	1720	0.0000	
THRU (T)	651	651	5160	0.1262	0.1262
WB RIGHT (R)	345	0 *\$	3127	0.0000	
LEFT (L)	921	921	3127	0.2945	0.2945

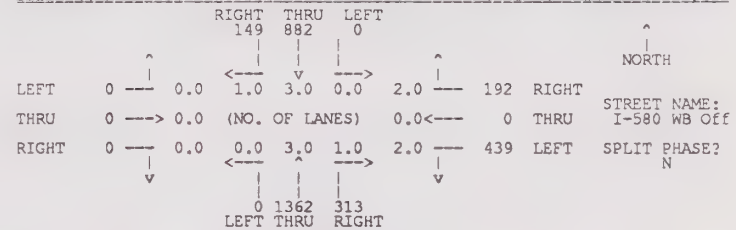
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	313	0 *\$	1720	0.0000	
THRU (T)	1362	1362	5160	0.2640	0.2640
SB RIGHT (R)	149	0 *\$	1720	0.0000	
THRU (T)	882	882	5160	0.1709	
WB RIGHT (R)	192	0 *\$	3127	0.0000	
LEFT (L)	439	439	3127	0.1404	0.1404

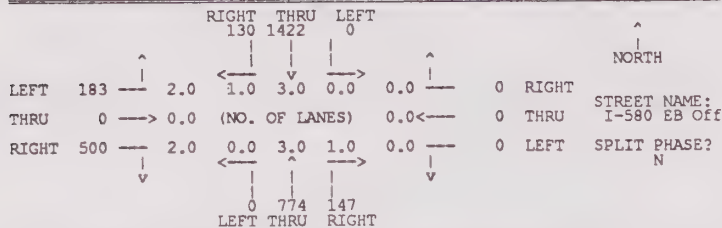
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project FILE 29133-00



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	147	0 *\$	1720	0.0000	
THRU (T)	774	774	5160	0.1500	
SB RIGHT (R)	130	0 *\$	1720	0.0000	0.2756
THRU (T)	1422	1422	5160	0.2756	
EB RIGHT (R)	500	0 *\$	3127	0.0000	
LEFT (L)	183	183	3127	0.0585	0.0585

TOTAL VOLUME-TO-CAPACITY RATIO: 0.33
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

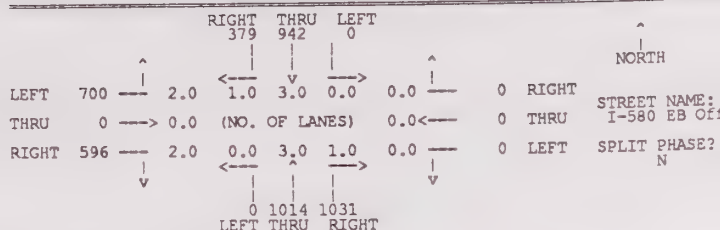
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project FILE 29133-00



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1031	331 *\$	1720	0.1924	
THRU (T)	1014	1014	5160	0.1965	0.1965
SB RIGHT (R)	379	0 *\$	1720	0.0000	
THRU (T)	942	942	5160	0.1826	
EB RIGHT (R)	596	0 *\$	3127	0.0000	
LEFT (L)	700	700	3127	0.2239	0.2239

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

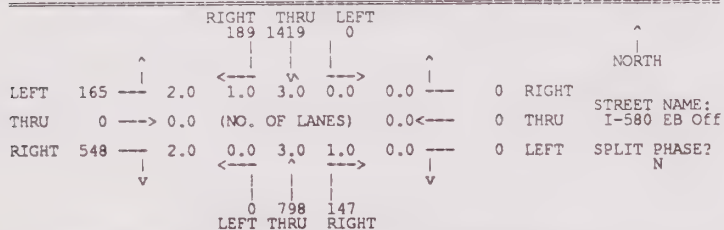
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project FILE 29133-00



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	147	0 *\$	1720	0.0000	
THRU (T)	798	798	5160	0.1547	
SB RIGHT (R)	189	0 *\$	1720	0.0000	0.2750
THRU (T)	1419	1419	5160	0.2750	
EB RIGHT (R)	548	0 *\$	3127	0.0000	
LEFT (L)	165	165	3127	0.0528	0.0528

TOTAL VOLUME-TO-CAPACITY RATIO: 0.33
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

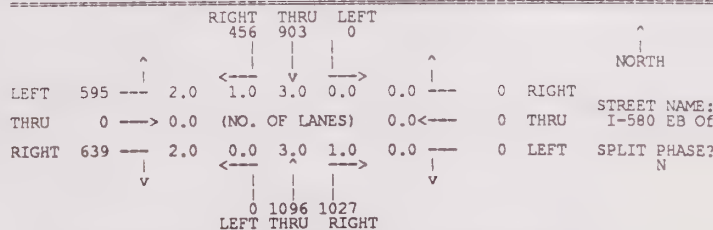
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project FILE 29133-00



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1027	327 *\$	1720	0.1901	
THRU (T)	1096	1096	5160	0.2124	0.2124
SB RIGHT (R)	456	0 *\$	1720	0.0000	
THRU (T)	903	903	5160	0.1750	
EB RIGHT (R)	639	0 *\$	3127	0.0000	
LEFT (L)	595	595	3127	0.1903	0.1903

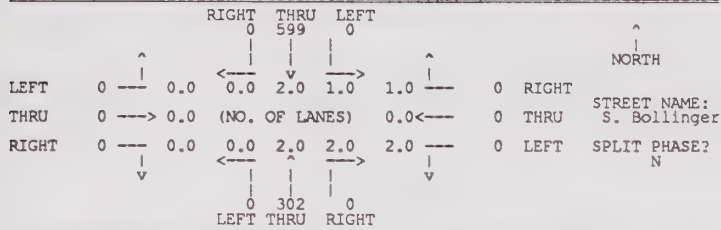
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

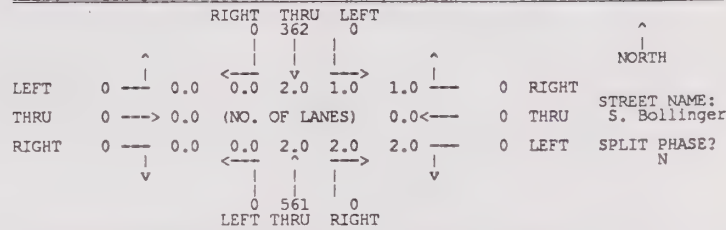
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	3000	0.0000	
THRU (T)	302	302	3300	0.0915	
SB THRU (T)	599	599	3300	0.1815	0.1815
LEFT (L)	0	0	1650	0.0000	
WB RIGHT (R)	0	0	1650	0.0000	
LEFT (L)	0	0	3000	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: 0.18
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

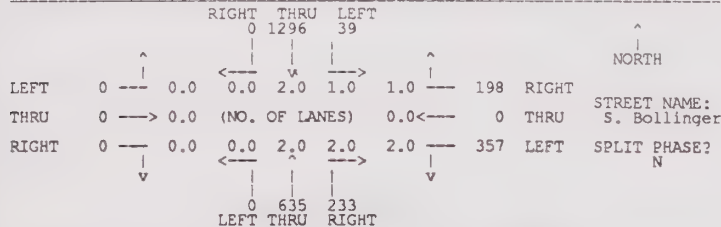
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	3000	0.0000	
THRU (T)	561	561	3300	0.1700	0.1700
SB THRU (T)	362	362	3300	0.1097	0.1097
LEFT (L)	0	0	1650	0.0000	0.0000
WB RIGHT (R)	0	0	1650	0.0000	
LEFT (L)	0	0	3000	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: 0.17
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

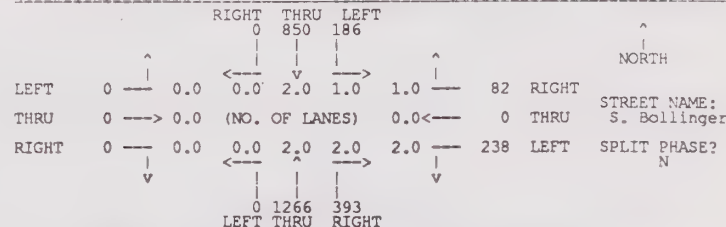
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	233	37 *	3000	0.0123	
THRU (T)	635	635	3300	0.1924	
SB THRU (T)	1296	1296	3300	0.3927	0.3927
LEFT (L)	39	39	1650	0.0236	
WB RIGHT (R)	198	159 *	1650	0.0964	
LEFT (L)	357	357	3000	0.1190	0.1190

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

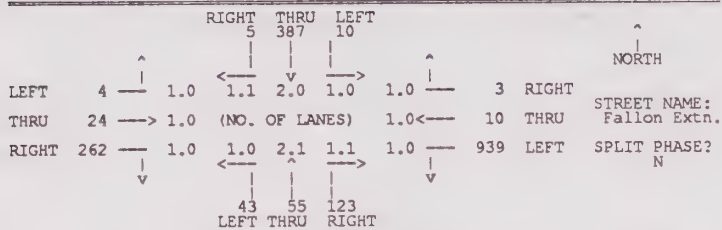
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	393	262 *	3000	0.0873	
THRU (T)	1266	1266	3300	0.3836	0.3836
SB THRU (T)	850	850	3300	0.2576	0.2576
LEFT (L)	186	186	1650	0.1127	0.1127
WB RIGHT (R)	82	0 *	1650	0.0000	
LEFT (L)	238	238	3000	0.0793	0.0793

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION

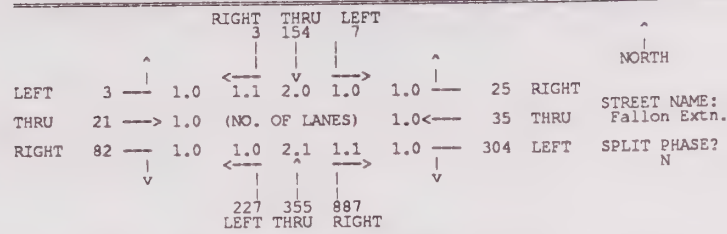


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	123	123	1650	0.0745	
THRU (T)	55	55	3300	0.0167	
LEFT (L)	43	43	1650	0.0261	0.0261
T + R		178	3300	0.0539	
SB RIGHT (R)	5	5	1650	0.0030	
THRU (T)	387	387	3300	0.1173	0.1173
LEFT (L)	10	10	1650	0.0061	
EB RIGHT (R)	262	219 *	1650	0.1327	0.1327
THRU (T)	24	24	1650	0.0145	
LEFT (L)	4	4	1650	0.0024	
WB RIGHT (R)	3	0 *	1650	0.0000	
THRU (T)	10	10	1650	0.0061	
LEFT (L)	939	939	1650	0.5691	0.5691
TOTAL VOLUME-TO-CAPACITY RATIO:				0.85	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 No Project PEAK HOUR: FILE 29133-00
 CONDITION

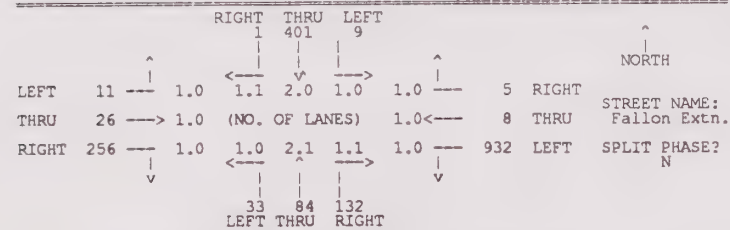


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	887	887	1650	0.5376	0.5376
THRU (T)	355	355	3300	0.1076	
LEFT (L)	227	227	1650	0.1376	
T + R		1242	3300	0.3764	
SB RIGHT (R)	3	3	1650	0.0018	
THRU (T)	154	154	3300	0.0467	0.0042
LEFT (L)	7	7	1650	0.0042	
EB RIGHT (R)	82	0 *	1650	0.0000	
THRU (T)	21	21	1650	0.0127	0.0127
LEFT (L)	3	3	1650	0.0018	
WB RIGHT (R)	25	18 *	1650	0.0109	
THRU (T)	35	35	1650	0.0212	
LEFT (L)	304	304	1650	0.1842	0.1842
TOTAL VOLUME-TO-CAPACITY RATIO:				0.74	
INTERSECTION LEVEL OF SERVICE:				C	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2000 With Project PEAK HOUR: FILE 29133-00
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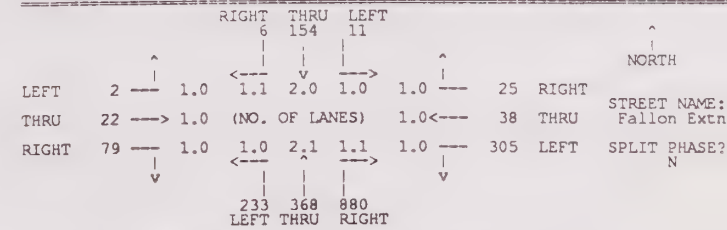


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	132	132	1650	0.0800	
THRU (T)	84	84	3300	0.0255	
LEFT (L)	33	33	1650	0.0200	0.0200
T + R		216	3300	0.0655	
SB RIGHT (R)	1	1	1650	0.0006	
THRU (T)	401	401	3300	0.1215	0.1215
LEFT (L)	9	9	1650	0.0055	
EB RIGHT (R)	256	223 *	1650	0.1352	0.1352
THRU (T)	26	26	1650	0.0158	
LEFT (L)	11	11	1650	0.0067	
WB RIGHT (R)	5	0 *	1650	0.0000	
THRU (T)	8	8	1650	0.0048	
LEFT (L)	932	932	1650	0.5648	0.5648
TOTAL VOLUME-TO-CAPACITY RATIO:				0.84	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2000 With Project PEAK HOUR: FILE 29133-00
 CONDITION



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	880	880	1650	0.5333	0.5333
THRU (T)	368	368	3300	0.1115	
LEFT (L)	233	233	1650	0.1412	
T + R		1248	3300	0.3782	
SB RIGHT (R)	6	6	1650	0.0036	
THRU (T)	154	154	3300	0.0467	0.0067
LEFT (L)	11	11	1650	0.0067	
EB RIGHT (R)	79	0 *	1650	0.0000	
THRU (T)	22	22	1650	0.0133	0.0133
LEFT (L)	2	2	1650	0.0012	
WB RIGHT (R)	25	14 *	1650	0.0085	
THRU (T)	38	38	1650	0.0230	
LEFT (L)	305	305	1650	0.1848	0.1848
TOTAL VOLUME-TO-CAPACITY RATIO:				0.74	
INTERSECTION LEVEL OF SERVICE:				C	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS				10/9/92
INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY				
COUNT DATE/TIME: : AM Year 2000 No Project				PEAK HOUR:
CONDITION				FILE 29133-00
<div> <div> <div>RIGHT</div> <div>0</div> <div>↓</div> </div> <div>THRU</div> <div>0</div> <div>↓</div> </div> <div> <div>LEFT</div> <div>0</div> <div>↓</div> </div>				<div> <div>0.0</div> <div>0.0</div> <div>2.0</div> <div>1.0</div> </div> <div> <div>1.0</div> <div>0</div> </div> <div>RIGHT</div>
<div> <div>0</div> <div>→</div> <div>0.0</div> </div> <div> <div>0.0</div> <div>(NO. OF LANES)</div> <div>0.0</div> </div> <div> <div>0</div> <div>←</div> <div>0</div> </div>				<div>THRU</div> <div>STREET NAME:</div> <div>Windemere Pky</div>
<div> <div>0</div> <div>↓</div> <div>0.0</div> </div> <div> <div>0.0</div> <div>2.0</div> <div>1.0</div> </div> <div> <div>2.0</div> <div>↓</div> <div>0</div> </div>				<div>LEFT</div> <div>SPLIT PHASE?</div> <div>N</div>
<div> <div>0</div> <div>↓</div> <div>0</div> </div> <div> <div>0</div> <div>↓</div> <div>0</div> </div> <div> <div>0</div> <div>↓</div> <div>0</div> </div>				<div>LEFT THRU</div> <div>RIGHT</div>
STREET NAME: Bollinger Cyn				SPLIT PHASE? N
4 PHASE SIGNAL				
TOTAL VOLUME-TO-CAPACITY RATIO:				0.00
INTERSECTION LEVEL OF SERVICE:				
* ADJUSTED FOR RIGHT TURN ON RED				
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992				

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS				10/9/92
INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY				
COUNT DATE/TIME: : PM Year 2000 No Project				PEAK HOUR:
CONDITION				FILE 29133-00
<div> <div> <div>RIGHT</div> <div>0</div> <div>↓</div> </div> <div>THRU</div> <div>0</div> <div>↓</div> </div> <div> <div>LEFT</div> <div>0</div> <div>↓</div> </div>				<div> <div>0.0</div> <div>0.0</div> <div>2.0</div> <div>1.0</div> </div> <div> <div>1.0</div> <div>0</div> </div> <div>RIGHT</div>
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STREET NAME: Bollinger Cyn				SPLIT PHASE? N
4 PHASE SIGNAL				
TOTAL VOLUME-TO-CAPACITY RATIO:				0.00
INTERSECTION LEVEL OF SERVICE:				
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS						10/9/92
INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY						
COUNT DATE/TIME: : PM Year 2000 With Project						PEAK HOUR:
CONDITION						FILE 29133-00
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Appendix D-7. Year 2010 Level of Service Calculations

Appendix F: Year 2010 Level of Service Calculations

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2010 No Project

AM

PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.88	D	1.08	F
506	Camino Tass.	Sycamore Vlly	0.96	E	0.88	D
514	Alcosta Blvd.	Crow Canyon	0.76	C	0.83	D
515	Camino Ramon	Crow Canyon	0.84	D	0.78	C
518	San Ramon Vly	Crow Canyon	0.59	A	0.84	D
521	Camino Ramon	Bollinger Cyn	0.87	D	1.06	F
522	Alcosta Blvd.	Bollinger Cyn	0.90	D	0.95	E
551	Dougherty Rd.	Bollinger Cyn	0.55	A	0.40	A
564	Blackhawk Rd.	Camino Tass.	1.16	F	0.95	E
942	I-680 NB Off	Diablo Rd.	0.71	C	0.69	B
943	I-680 SB Off	Diablo Rd.	0.44	A	0.57	A
945	I-680 NB On	Sycamore Vlly	0.77	C	0.86	D
947	I-680 SB Off	Sycamore Vlly	0.39	A	0.45	A
949	I-680 NB Off	Crow Canyon	0.81	D	0.40	A
951	I-680 SB Off	Crow Canyon	0.75	C	0.58	A
953	I-680 NB Off	Bollinger Cyn	1.13	F	0.85	D
955	I-680 SB Off	Bollinger Cyn	0.55	A	0.36	A
957	I-680 NB Off	Alcosta Blvd.	0.54	A	0.44	A
958	I-680 SB On	Alcosta Blvd.	0.58	A	0.50	A
1315	San Ramon Vly	I-680 SB Off	0.42	A	0.52	A
1361	Crow Cyn. Pl.	Crow Canyon	0.55	A	0.66	B
1369	Dougherty Rd.	Crow Canyon	0.53	A	0.87	D
1385	Sunset Dr.	Bollinger Cyn	0.81	D	1.24	F
1416	Highland Rd.	Camino Tass.	0.87	D	0.71	C
2201	Airway Blvd.	Dublin Extn.	0.89	D	1.06	F
2253	Village Pkwy.	I-680 NB Off	0.93	E	1.16	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.32	A	0.35	A
2265	Dougherty Rd.	Old Ranch Rd.	0.39	A	0.29	A
2280	Dougherty Rd.	Amador Valley	0.71	C	0.64	B
2285	Amador Plaza	I-680 SB Off	0.49	A	0.63	B
2290	Dougherty Rd.	S.P. R.O.W.	0.28	A	0.56	A
2291	S.P. R.O.W.	Dublin Extn.	1.00	E	0.68	B
2301	San Ramon Rd.	Dublin Blvd.	0.66	B	0.87	D
2307	Dougherty Rd.	Dublin Blvd.	0.81	D	0.95	E
2308	Dougherty Rd.	I-580 WB Off	0.60	A	0.57	A
2309	Hopyard Rd.	I-580 EB Off	0.76	C	0.59	A
2322	Tassajara Rd.	I-580 WB Off	0.61	B	0.89	D
2323	Santa Rita Rd	I-580 EB Off	0.70	B	1.08	F
2383	Fallon Rd.	Dublin Extn.	0.98	E	0.87	D
2384	Tassajara Rd.	Dublin Extn.	1.31	F	0.99	E
2385	Hacienda Dr.	Dublin Extn.	1.03	F	1.44	F
2386	Hacienda Dr.	I-580 WB Off	0.62	B	0.70	B
2387	Hacienda Dr.	I-580 EB Off	0.64	B	0.83	D
2507	Dougherty Rd.	S. Bollinger	0.46	A	0.44	A
2514	Tassajara Rd.	Fallon Extn.	1.24	F	1.21	F
2522	Camino Tass.	Windemere Pky	0.76	C	0.68	B

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2010 With Project

AM

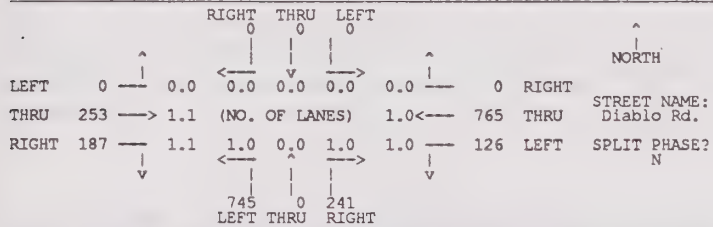
PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.74	C	1.06	F
506	Camino Tass.	Sycamore Vlly	0.97	E	0.91	E
514	Alcosta Blvd.	Crow Canyon	0.84	D	0.91	E
515	Camino Ramon	Crow Canyon	0.89	D	0.89	D
518	San Ramon Vly	Crow Canyon	0.66	B	0.86	D
521	Camino Ramon	Bollinger Cyn	0.94	E	1.17	F
522	Alcosta Blvd.	Bollinger Cyn	1.08	F	1.19	F
551	Dougherty Rd.	Bollinger Cyn	0.89	D	0.86	D
564	Blackhawk Rd.	Camino Tass.	1.31	F	1.22	F
942	I-680 NB Off	Diablo Rd.	0.62	B	0.68	B
943	I-680 SB Off	Diablo Rd.	0.43	A	0.59	A
945	I-680 NB On	Sycamore Vlly	0.84	D	0.88	D
947	I-680 SB Off	Sycamore Vlly	0.37	A	0.46	A
949	I-680 NB Off	Crow Canyon	0.84	D	0.47	A
951	I-680 SB Off	Crow Canyon	0.76	C	0.62	B
953	I-680 NB Off	Bollinger Cyn	1.06	F	0.84	D
955	I-680 SB Off	Bollinger Cyn	0.56	A	0.43	A
957	I-680 NB Off	Alcosta Blvd.	0.59	A	0.49	A
958	I-680 SB On	Alcosta Blvd.	0.65	B	0.52	A
1315	San Ramon Vly	I-680 SB Off	0.41	A	0.50	A
1361	Crow Cyn. Pl.	Crow Canyon	0.59	A	0.64	B
1369	Dougherty Rd.	Crow Canyon	0.71	C	1.10	F
1385	Sunset Dr.	Bollinger Cyn	0.86	D	1.25	F
1416	Highland Rd.	Camino Tass.	0.79	C	0.59	A
2201	Airway Blvd.	Dublin Extn.	0.91	E	1.05	F
2253	Village Pkwy.	I-680 NB Off	0.92	E	1.31	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.47	A	0.48	A
2265	Dougherty Rd.	Old Ranch Rd.	0.79	C	0.65	B
2280	Dougherty Rd.	Amador Valley	0.91	E	0.89	D
2285	Amador Plaza	I-680 SB Off	0.54	A	0.63	B
2290	Dougherty Rd.	S.P. R.O.W.	0.39	A	0.93	E
2291	S.P. R.O.W.	Dublin Extn.	1.10	F	0.93	E
2301	San Ramon Rd.	Dublin Blvd.	0.88	D	0.87	D
2307	Dougherty Rd.	Dublin Blvd.	0.99	E	1.18	F
2308	Dougherty Rd.	I-580 WB Off	0.62	B	0.61	B
2309	Hopyard Rd.	I-580 EB Off	0.80	C	0.67	B
2322	Tassajara Rd.	I-580 WB Off	0.61	B	0.91	E
2323	Santa Rita Rd	I-580 EB Off	0.71	C	1.10	F
2383	Fallon Rd.	Dublin Extn.	1.00	E	0.91	E
2384	Tassajara Rd.	Dublin Extn.	1.41	F	1.00	E
2385	Hacienda Dr.	Dublin Extn.	1.03	F	1.45	F
2386	Hacienda Dr.	I-580 WB Off	0.62	B	0.72	C
2387	Hacienda Dr.	I-580 EB Off	0.65	B	0.83	D
2507	Dougherty Rd.	S. Bollinger	0.80	C	0.71	C
2514	Tassajara Rd.	Fallon Extn.	1.15	F	0.93	E
2522	Camino Tass.	Windemere Pky	0.82	D	0.77	C
2601	Bollinger Cyn	E. Branch Rd.	0.43	A	0.47	A
2602	Bollinger Cyn	Windemere Pky	0.46	A	0.54	A
2604	E. Branch Rd.	Windemere Pky	0.45	A	0.49	A

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	241	115 *	1720	0.0669	
LEFT (L)	745	745	1720	0.4331	0.4331
EB RIGHT (R)	187	187	1720	0.1087	
THRU (T)	253	253	1720	0.1471	
T + R		440	1720	0.2558	
WB THRU (T)	765	765	1720	0.4448	0.4448
LEFT (L)	126	126	1720	0.0733	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

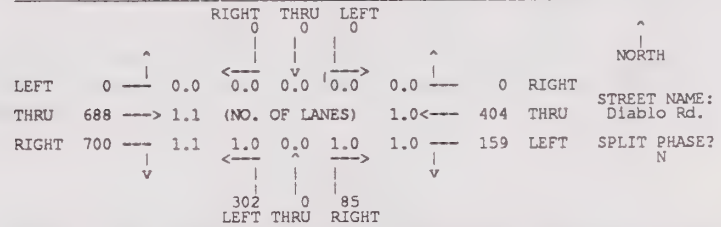
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	
LEFT (L)	302	302	1720	0.1756	0.1756
EB RIGHT (R)	700	700	1720	0.4070	
THRU (T)	688	688	1720	0.4000	
T + R		1388	1720	0.8070	0.8070
WB THRU (T)	404	404	1720	0.2349	
LEFT (L)	159	159	1720	0.0924	0.0924

TOTAL VOLUME-TO-CAPACITY RATIO: 1.08
 INTERSECTION LEVEL OF SERVICE: F

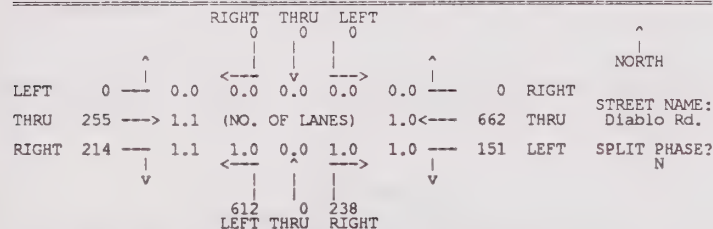
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	238	87 *	1720	0.0506	
LEFT (L)	612	612	1720	0.3558	0.3558
EB RIGHT (R)	214	214	1720	0.1244	
THRU (T)	255	255	1720	0.1483	
T + R		469	1720	0.2727	
WB THRU (T)	662	662	1720	0.3849	0.3849
LEFT (L)	151	151	1720	0.0878	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
 INTERSECTION LEVEL OF SERVICE: C

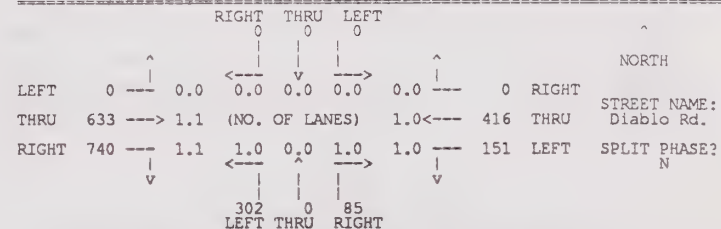
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

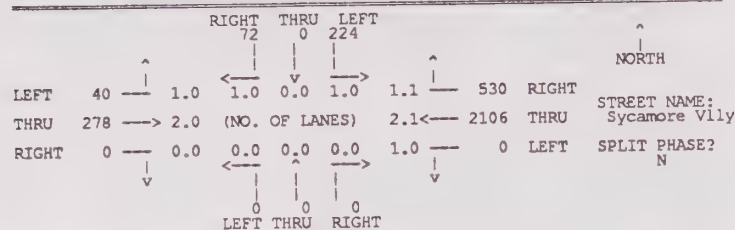
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	
LEFT (L)	302	302	1720	0.1756	0.1756
EB RIGHT (R)	740	740	1720	0.4302	
THRU (T)	633	633	1720	0.3680	
T + R		1373	1720	0.7983	0.7983
WB THRU (T)	416	416	1720	0.2419	
LEFT (L)	151	151	1720	0.0878	0.0878

TOTAL VOLUME-TO-CAPACITY RATIO: 1.06
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

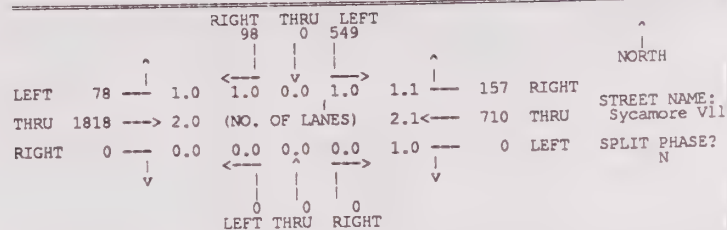
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	72	32 *	1650	0.0194	
LEFT (L)	224	224	1650	0.1358	0.1358
EB THRU (T)	278	278	3300	0.0842	
LEFT (L)	40	40	1650	0.0242	0.0242
WB RIGHT (R)	530	530	1650	0.3212	
THRU (T)	2106	2106	3300	0.6382	
LEFT (L)	0	0	1650	0.0000	
T + R		2636	3300	0.7988	0.7988

TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

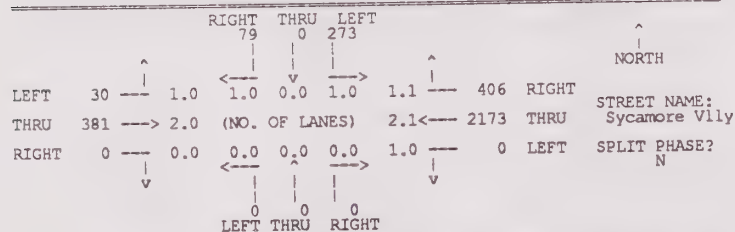
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	98	20 *	1650	0.0121	
LEFT (L)	549	549	1650	0.3327	0.3327
EB THRU (T)	1818	1818	3300	0.5509	0.5509
LEFT (L)	78	78	1650	0.0473	
WB RIGHT (R)	157	157	1650	0.0952	
THRU (T)	710	710	3300	0.2152	
LEFT (L)	0	0	1650	0.0000	0.0000
T + R		867	3300	0.2627	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

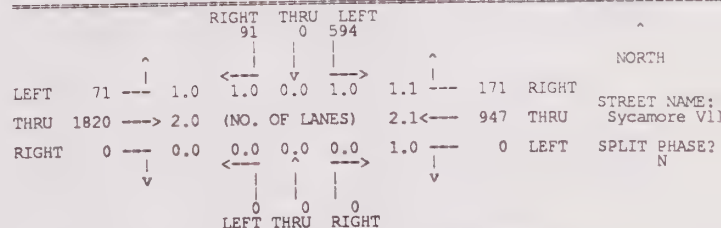
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	79	49 *	1650	0.0297	
LEFT (L)	273	273	1650	0.1655	0.1655
EB THRU (T)	381	381	3300	0.1155	
LEFT (L)	30	30	1650	0.0182	0.0182
WB RIGHT (R)	406	406	1650	0.2461	
THRU (T)	2173	2173	3300	0.6585	
LEFT (L)	0	0	1650	0.0000	
T + R		2579	3300	0.7815	0.7815

TOTAL VOLUME-TO-CAPACITY RATIO: 0.97
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 506 Camino Tass. and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	91	20 *	1650	0.0121	
LEFT (L)	594	594	1650	0.3600	0.3600
EB THRU (T)	1820	1820	3300	0.5515	0.5515
LEFT (L)	71	71	1650	0.0430	
WB RIGHT (R)	171	171	1650	0.1036	
THRU (T)	947	947	3300	0.2870	
LEFT (L)	0	0	1650	0.0000	0.0000
T + R		1118	3300	0.3388	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
 INTERSECTION LEVEL OF SERVICE: E

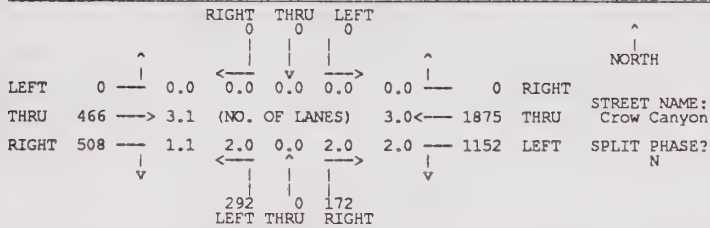
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	172	0 *	3127	0.0000	
NB LEFT (L)	292	292	3127	0.0934	0.0934
EB RIGHT (R)	508	508	1720	0.2953	0.2953
EB THRU (T)	466	466	5160	0.0903	
EB T + R		974	5160	0.1888	
WB THRU (T)	1875	1875	5160	0.3634	
WB LEFT (L)	1152	1152	3127	0.3684	0.3684

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
 INTERSECTION LEVEL OF SERVICE: C

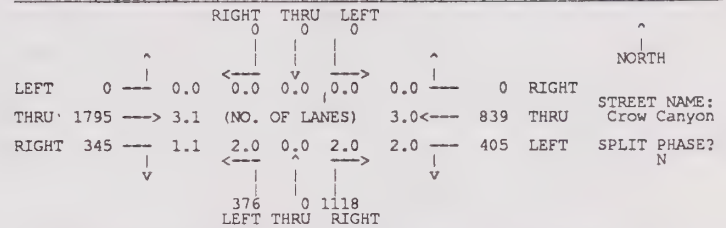
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1118	895 *	3127	0.2862	0.2862
NB LEFT (L)	376	376	3127	0.1202	
EB RIGHT (R)	345	345	1720	0.2006	
EB THRU (T)	1795	1795	5160	0.3479	
EB T + R		2140	5160	0.4147	0.4147
WB THRU (T)	839	839	5160	0.1626	
WB LEFT (L)	405	405	3127	0.1295	0.1295

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
 INTERSECTION LEVEL OF SERVICE: D

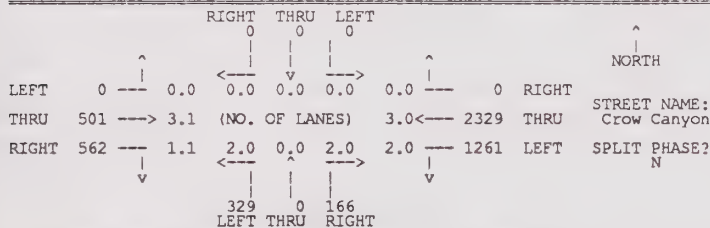
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	166	0 *	3127	0.0000	
NB LEFT (L)	329	329	3127	0.1052	0.1052
EB RIGHT (R)	562	562	1720	0.3267	0.3267
EB THRU (T)	501	501	5160	0.0971	
EB T + R		1063	5160	0.2060	
WB THRU (T)	2329	2329	5160	0.4514	
WB LEFT (L)	1261	1261	3127	0.4033	0.4033

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

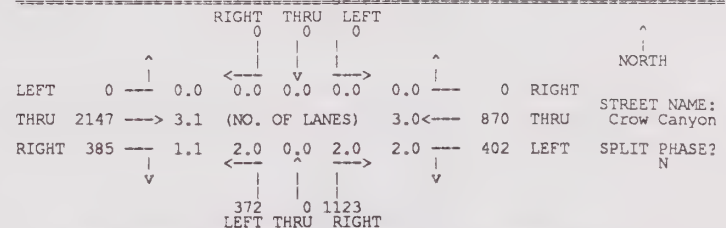
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

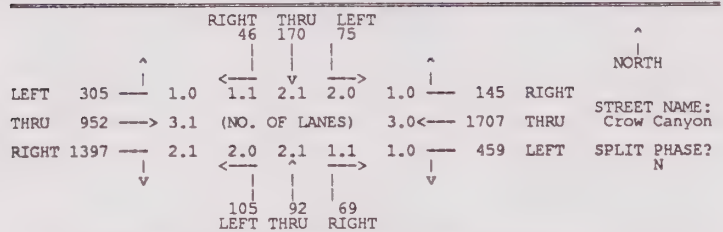
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1123	902 *	3127	0.2885	0.2885
NB LEFT (L)	372	372	3127	0.1190	
EB RIGHT (R)	385	385	1720	0.2238	
EB THRU (T)	2147	2147	5160	0.4161	
EB T + R		2532	5160	0.4907	0.4907
WB THRU (T)	870	870	5160	0.1686	
WB LEFT (L)	402	402	3127	0.1286	0.1286

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

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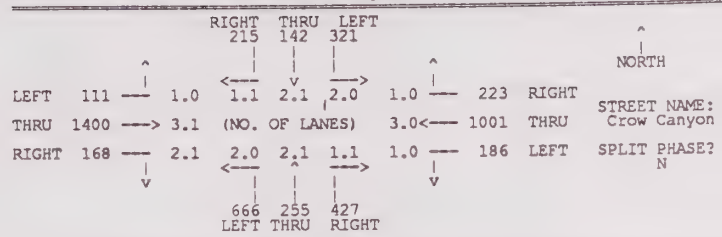
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	69	69	1650	0.0418	0.0488
THRU (T)	92	92	3300	0.0279	
LEFT (L)	105	105	3000	0.0350	
T + R		161	3300	0.0488	
SB RIGHT (R)	46	46	1650	0.0279	0.0655
THRU (T)	170	170	3300	0.0515	
LEFT (L)	75	75	3000	0.0250	
T + R		216	3300	0.0655	
EB RIGHT (R)	1397	1339 *	3000	0.4463	0.4463
THRU (T)	952	952	4950	0.1923	
LEFT (L)	305	305	1650	0.1848	
T + R		2291	6300	0.3637	
WB RIGHT (R)	145	104 *	1650	0.0630	0.2782
THRU (T)	1707	1707	4950	0.3448	
LEFT (L)	459	459	1650	0.2782	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

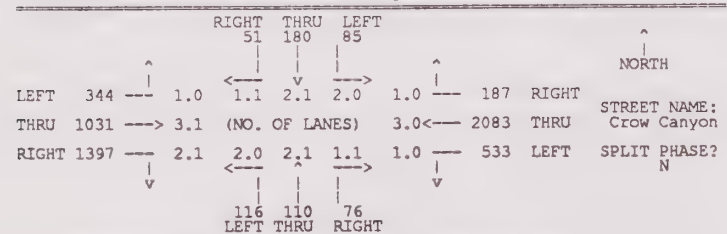
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	427	427	1650	0.2588	0.2588
THRU (T)	255	255	3300	0.0773	
LEFT (L)	666	666	3000	0.2220	
T + R		682	3300	0.2067	
SB RIGHT (R)	215	215	1650	0.1303	0.1303
THRU (T)	142	142	3300	0.0430	
LEFT (L)	321	321	3000	0.1070	
T + R		357	3300	0.1082	
EB RIGHT (R)	168	0 *	3000	0.0000	0.2828
THRU (T)	1400	1400	4950	0.2828	
LEFT (L)	111	111	1650	0.0673	
T + R		1400	6300	0.2222	
WB RIGHT (R)	223	46 *	1650	0.0279	0.1127
THRU (T)	1001	1001	4950	0.2022	
LEFT (L)	186	186	1650	0.1127	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
 INTERSECTION LEVEL OF SERVICE: C
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

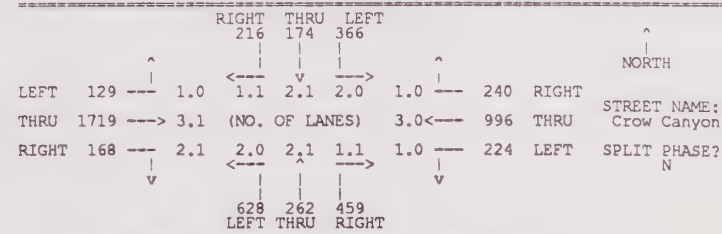
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	76	76	1650	0.0461	0.0564
THRU (T)	110	110	3300	0.0333	
LEFT (L)	116	116	3000	0.0387	
T + R		186	3300	0.0564	
SB RIGHT (R)	51	51	1650	0.0309	0.0700
THRU (T)	180	180	3300	0.0545	
LEFT (L)	85	85	3000	0.0283	
T + R		231	3300	0.0700	
EB RIGHT (R)	1397	1333 *	3000	0.4443	0.4443
THRU (T)	1031	1031	4950	0.2083	
LEFT (L)	344	344	1650	0.2085	
T + R		2364	6300	0.3752	
WB RIGHT (R)	187	140 *	1650	0.0848	0.3230
THRU (T)	2083	2083	4950	0.4208	
LEFT (L)	533	533	1650	0.3230	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D
 * ADJUSTED FOR RIGHT TURN ON RED
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



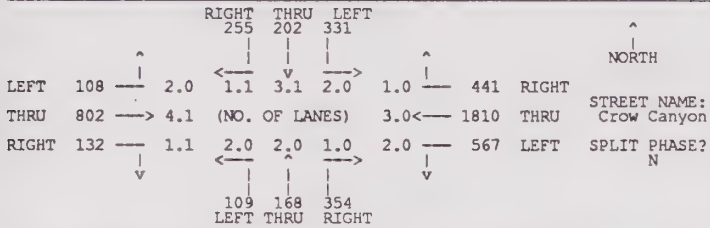
6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	459	459	1650	0.2782	0.2782
THRU (T)	262	262	3300	0.0794	
LEFT (L)	628	628	3000	0.2093	
T + R		721	3300	0.2185	
SB RIGHT (R)	216	216	1650	0.1309	0.1309
THRU (T)	174	174	3300	0.0527	
LEFT (L)	366	366	3000	0.1220	
T + R		390	3300	0.1182	
EB RIGHT (R)	168	0 *	3000	0.0000	0.3473
THRU (T)	1719	1719	4950	0.3473	
LEFT (L)	129	129	1650	0.0782	
T + R		1719	6300	0.2729	
WB RIGHT (R)	240	39 *	1650	0.0236	0.1358
THRU (T)	996	996	4950	0.2012	
LEFT (L)	224	224	1650	0.1358	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: AM Year 2010 No Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	354	42 *	1650	0.0255	
THRU (T)	168	168	3300	0.0509	
LEFT (L)	109	109	3000	0.0363	0.0363
SB RIGHT (R)	255	255	1650	0.1545	0.1545
THRU (T)	202	202	4950	0.0408	
LEFT (L)	331	331	3000	0.1103	
T + R		457	4950	0.0923	
EB RIGHT (R)	132	132	1650	0.0800	
THRU (T)	802	802	6600	0.1215	
LEFT (L)	108	108	3000	0.0360	0.0360
T + R		934	6600	0.1415	
WB RIGHT (R)	441	259 *	1650	0.1570	
THRU (T)	1810	1810	4950	0.3657	0.3657
LEFT (L)	567	567	3000	0.1890	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

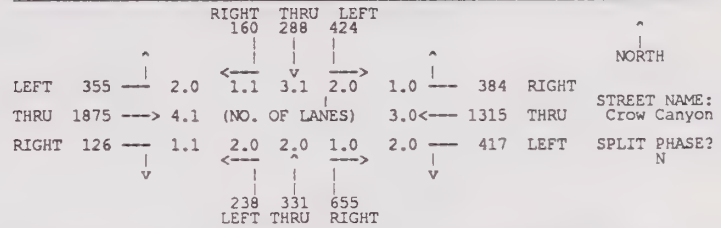
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	655	426 *	1650	0.2582	0.2582
THRU (T)	331	331	3300	0.1003	
LEFT (L)	238	238	3000	0.0793	
SB RIGHT (R)	160	160	1650	0.0970	
THRU (T)	288	288	4950	0.0582	
LEFT (L)	424	424	3000	0.1413	0.1413
T + R		448	4950	0.0905	
EB RIGHT (R)	126	126	1650	0.0764	
THRU (T)	1875	1875	6600	0.2841	
LEFT (L)	355	355	3000	0.1183	
T + R		2001	6600	0.3032	0.3032
WB RIGHT (R)	384	151 *	1650	0.0915	
THRU (T)	1315	1315	4950	0.2657	
LEFT (L)	417	417	3000	0.1390	0.1390

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

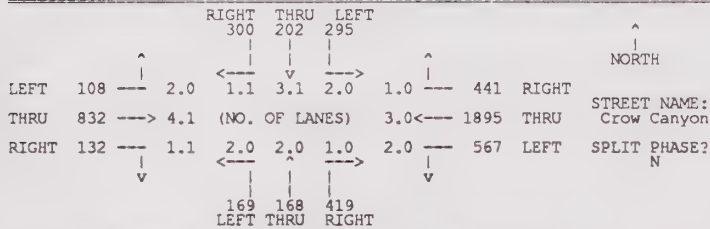
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: AM Year 2010 With Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	419	107 *	1650	0.0648	
THRU (T)	168	168	3300	0.0509	
LEFT (L)	169	169	3000	0.0563	0.0563
SB RIGHT (R)	300	300	1650	0.1818	0.1818
THRU (T)	202	202	4950	0.0408	
LEFT (L)	295	295	3000	0.0983	
T + R		502	4950	0.1014	
EB RIGHT (R)	132	132	1650	0.0800	
THRU (T)	832	832	6600	0.1261	
LEFT (L)	108	108	3000	0.0360	0.0360
T + R		964	6600	0.1461	
WB RIGHT (R)	441	279 *	1650	0.1691	
THRU (T)	1895	1895	4950	0.3828	0.3828
LEFT (L)	567	567	3000	0.1890	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

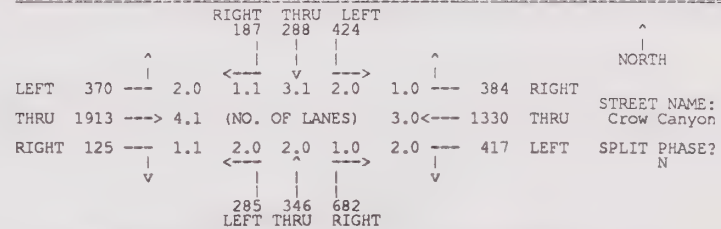
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	682	453 *	1650	0.2745	0.2745
THRU (T)	346	346	3300	0.1048	
LEFT (L)	285	285	3000	0.0950	
SB RIGHT (R)	187	187	1650	0.1133	
THRU (T)	288	288	4950	0.0582	
LEFT (L)	424	424	3000	0.1413	0.1413
T + R		475	4950	0.0960	
EB RIGHT (R)	125	125	1650	0.0758	
THRU (T)	1913	1913	6600	0.2898	
LEFT (L)	370	370	3000	0.1233	
T + R		2038	6600	0.3088	0.3088
WB RIGHT (R)	384	151 *	1650	0.0915	
THRU (T)	1330	1330	4950	0.2687	
LEFT (L)	417	417	3000	0.1390	0.1390

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

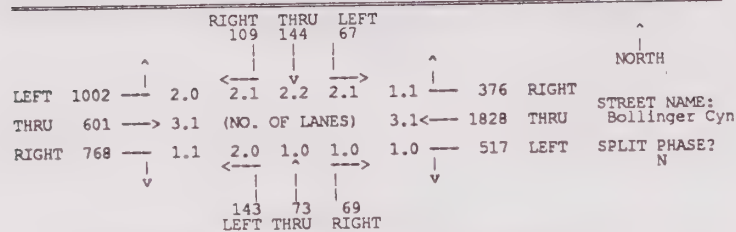
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	69	0 *	1650	0.0000	
THRU (T)	73	73	1650	0.0442	
LEFT (L)	143	143	3000	0.0477	0.0477
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	144	144	3300	0.0436	
LEFT (L)	67	67	3000	0.0223	
T + R		144	4650	0.0310	
T + L		211	4650	0.0454	0.0454
T + R + L		211	6000	0.0352	
EB RIGHT (R)	768	768	1650	0.4655	
THRU (T)	601	601	4950	0.1214	
LEFT (L)	1002	1002	3000	0.3340	0.3340
T + R		1369	4950	0.2766	
WB RIGHT (R)	376	376	1650	0.2279	
THRU (T)	1828	1828	4950	0.3693	
LEFT (L)	517	517	1650	0.3133	
T + R		2204	4950	0.4453	0.4453

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

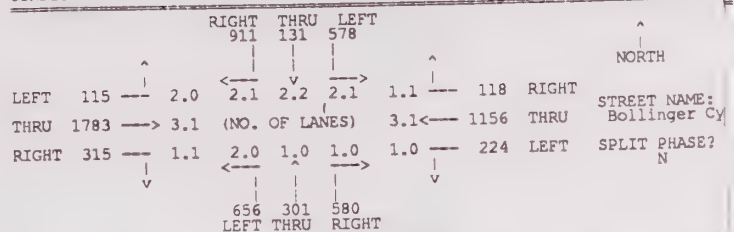
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	580	356 *	1650	0.2158	
THRU (T)	301	301	1650	0.1824	
LEFT (L)	656	656	3000	0.2187	0.2187
SB RIGHT (R)	911	848 *	3000	0.2827	0.2827
THRU (T)	131	131	3300	0.0397	
LEFT (L)	578	578	3000	0.1927	
T + R		979	4650	0.2105	
T + L		709	4650	0.1525	
T + R + L		1557	6000	0.2595	
EB RIGHT (R)	315	315	1650	0.1909	
THRU (T)	1783	1783	4950	0.3602	
LEFT (L)	115	115	3000	0.0383	
T + R		2098	4950	0.4238	0.4238
WB RIGHT (R)	118	118	1650	0.0715	
THRU (T)	1156	1156	4950	0.2335	
LEFT (L)	224	224	1650	0.1358	0.1358
T + R		1274	4950	0.2574	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.06
 INTERSECTION LEVEL OF SERVICE: F

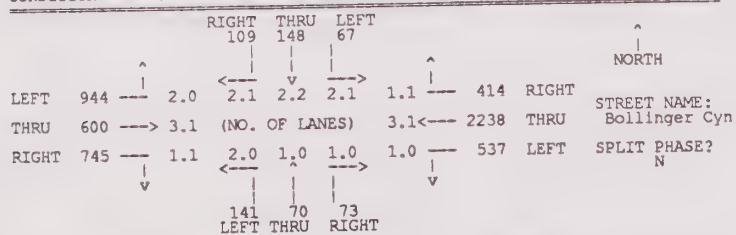
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	73	0 *	1650	0.0000	
THRU (T)	70	70	1650	0.0424	
LEFT (L)	141	141	3000	0.0470	0.0470
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	148	148	3300	0.0448	
LEFT (L)	67	67	3000	0.0223	
T + R		148	4650	0.0318	
T + L		215	4650	0.0462	0.0462
T + R + L		215	6000	0.0358	
EB RIGHT (R)	745	745	1650	0.4515	
THRU (T)	600	600	4950	0.1212	
LEFT (L)	944	944	3000	0.3147	0.3147
T + R		1345	4950	0.2717	
WB RIGHT (R)	414	414	1650	0.2509	
THRU (T)	2238	2238	4950	0.4521	
LEFT (L)	537	537	1650	0.3255	
T + R		2652	4950	0.5358	0.5358

TOTAL VOLUME-TO-CAPACITY RATIO: 0.94
 INTERSECTION LEVEL OF SERVICE: E

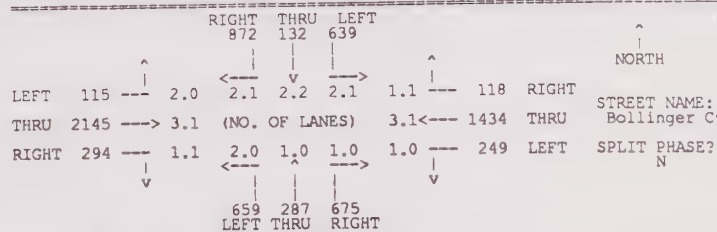
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	675	426 *	1650	0.2582	0.2582
THRU (T)	287	287	1650	0.1739	
LEFT (L)	659	659	3000	0.2197	
SB RIGHT (R)	872	809 *	3000	0.2697	0.2697
THRU (T)	132	132	3300	0.0400	
LEFT (L)	639	639	3000	0.2130	
T + R		941	4650	0.2024	
T + L		771	4650	0.1658	
T + R + L		1580	6000	0.2633	
EB RIGHT (R)	294	294	1650	0.1782	
THRU (T)	2145	2145	4950	0.4333	
LEFT (L)	115	115	3000	0.0383	
T + R		2439	4950	0.4927	0.4927
WB RIGHT (R)	118	118	1650	0.0715	
THRU (T)	1434	1434	4950	0.2897	
LEFT (L)	249	249	1650	0.1509	0.1509
T + R		1552	4950	0.3135	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.17
 INTERSECTION LEVEL OF SERVICE: F

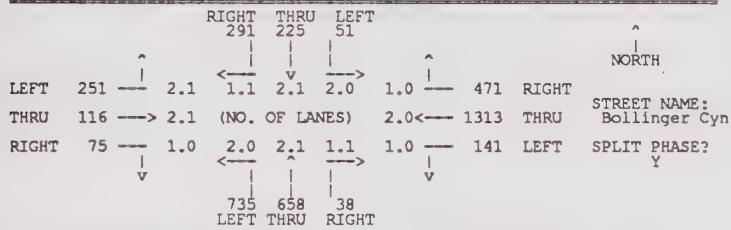
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	38	38	1650	0.0230	
THRU (T)	658	658	3300	0.1994	
LEFT (L)	735	735	3000	0.2450	0.2450
T + R		696	3300	0.2109	
SB RIGHT (R)	291	291	1650	0.1764	0.1764
THRU (T)	225	225	3300	0.0682	
LEFT (L)	51	51	3000	0.0170	
T + R		516	3300	0.1564	
EB RIGHT (R)	75	0 *	1650	0.0000	
THRU (T)	116	116	3300	0.0352	
LEFT (L)	251	251	3000	0.0837	0.0837
T + L		367	4650	0.0789	
WB RIGHT (R)	471	443 *	1650	0.2685	
THRU (T)	1313	1313	3300	0.3979	0.3979
LEFT (L)	141	141	1650	0.0855	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

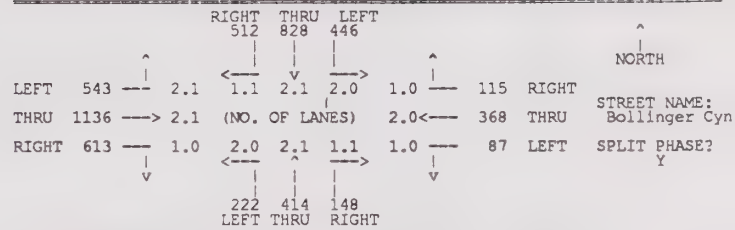
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	148	148	1650	0.0897	
THRU (T)	414	414	3300	0.1255	
LEFT (L)	222	222	3000	0.0740	0.0740
T + R		562	3300	0.1703	
SB RIGHT (R)	512	512	1650	0.3103	
THRU (T)	828	828	3300	0.2509	
LEFT (L)	446	446	3000	0.1487	
T + R		1340	3300	0.4061	0.4061
EB RIGHT (R)	613	491 *	1650	0.2976	
THRU (T)	1136	1136	3300	0.3442	
LEFT (L)	543	543	3000	0.1810	
T + L		1679	4650	0.3611	0.3611
WB RIGHT (R)	115	0 *	1650	0.0000	
THRU (T)	368	368	3300	0.1115	0.1115
LEFT (L)	87	87	1650	0.0527	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
 INTERSECTION LEVEL OF SERVICE: E

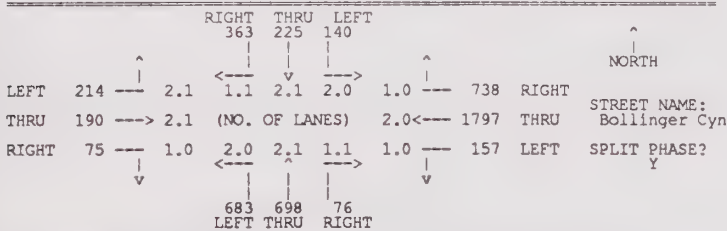
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	76	76	1650	0.0461	
THRU (T)	698	698	3300	0.2115	
LEFT (L)	683	683	3000	0.2277	0.2277
T + R		774	3300	0.2345	
SB RIGHT (R)	363	363	1650	0.2200	0.2200
THRU (T)	225	225	3300	0.0682	
LEFT (L)	140	140	3000	0.0467	
T + R		588	3300	0.1782	
EB RIGHT (R)	75	0 *	1650	0.0000	
THRU (T)	190	190	3300	0.0576	
LEFT (L)	214	214	3000	0.0713	
T + L		404	4650	0.0869	0.0869
WB RIGHT (R)	738	661 *	1650	0.4006	
THRU (T)	1797	1797	3300	0.5445	0.5445
LEFT (L)	157	157	1650	0.0952	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.08
 INTERSECTION LEVEL OF SERVICE: F

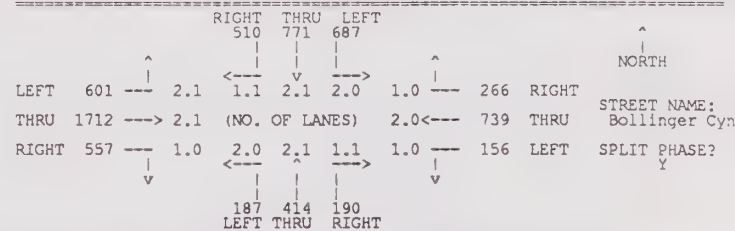
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

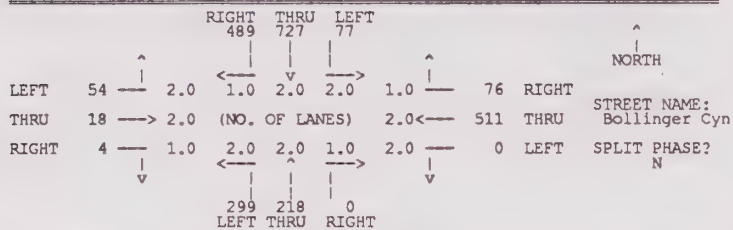
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	190	190	1650	0.1152	
THRU (T)	414	414	3300	0.1255	
LEFT (L)	187	187	3000	0.0623	0.0623
T + R		604	3300	0.1830	
SB RIGHT (R)	510	510	1650	0.3091	
THRU (T)	771	771	3300	0.2336	
LEFT (L)	687	687	3000	0.2290	
T + R		1281	3300	0.3882	0.3882
EB RIGHT (R)	557	454 *	1650	0.2752	
THRU (T)	1712	1712	3300	0.5188	0.5188
LEFT (L)	601	601	3000	0.2003	
T + L		2313	4650	0.4974	
WB RIGHT (R)	266	0 *	1650	0.0000	
THRU (T)	739	739	3300	0.2239	0.2239
LEFT (L)	156	156	1650	0.0945	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.19
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10



STREET NAME: Dougherty Rd. SPLIT PHASE? N

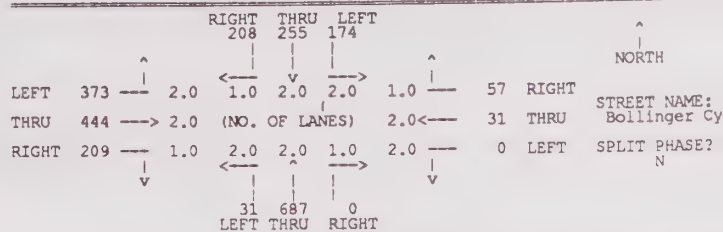
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	0.0997
THRU (T)	218	218	3300	0.0661	
LEFT (L)	299	299	3000	0.0997	
SB RIGHT (R)	489	459 *	1650	0.2782	0.2782
THRU (T)	727	727	3300	0.2203	
LEFT (L)	77	77	3000	0.0257	
EB RIGHT (R)	4	0 *	1650	0.0000	0.0180
THRU (T)	18	18	3300	0.0055	
LEFT (L)	54	54	3000	0.0180	
WB RIGHT (R)	76	34 *	1650	0.0206	0.1548
THRU (T)	511	511	3300	0.1548	
LEFT (L)	0	0	3000	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10



STREET NAME: Dougherty Rd. SPLIT PHASE? N

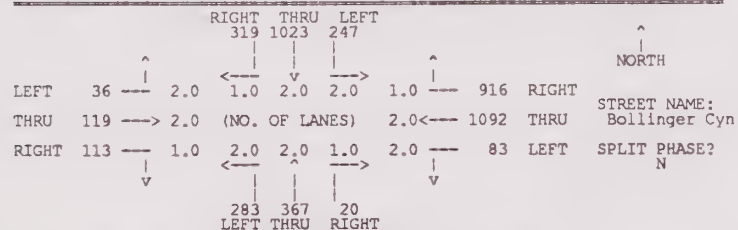
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	0.2082
THRU (T)	687	687	3300	0.2082	
LEFT (L)	31	31	3000	0.0103	
SB RIGHT (R)	208	3 *	1650	0.0018	0.0580
THRU (T)	255	255	3300	0.0773	
LEFT (L)	174	174	3000	0.0580	
EB RIGHT (R)	209	192 *	1650	0.1164	0.1345
THRU (T)	444	444	3300	0.1345	
LEFT (L)	373	373	3000	0.1243	
WB RIGHT (R)	57	0 *	1650	0.0000	0.0000
THRU (T)	31	31	3300	0.0094	
LEFT (L)	0	0	3000	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
 INTERSECTION LEVEL OF SERVICE: A

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10



STREET NAME: Dougherty Rd. SPLIT PHASE? N

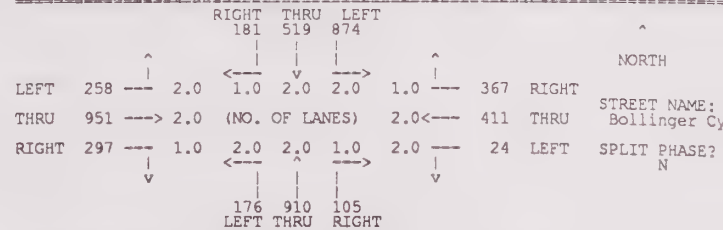
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	20	0 *	1650	0.0000	0.0943
THRU (T)	367	367	3300	0.1112	
LEFT (L)	283	283	3000	0.0943	
SB RIGHT (R)	319	299 *	1650	0.1812	0.3100
THRU (T)	1023	1023	3300	0.3100	
LEFT (L)	247	247	3000	0.0823	
EB RIGHT (R)	113	0 *	1650	0.0000	0.0120
THRU (T)	119	119	3300	0.0361	
LEFT (L)	36	36	3000	0.0120	
WB RIGHT (R)	916	780 *	1650	0.4727	0.4727
THRU (T)	1092	1092	3300	0.3309	
LEFT (L)	83	83	3000	0.0277	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10



STREET NAME: Dougherty Rd. SPLIT PHASE? N

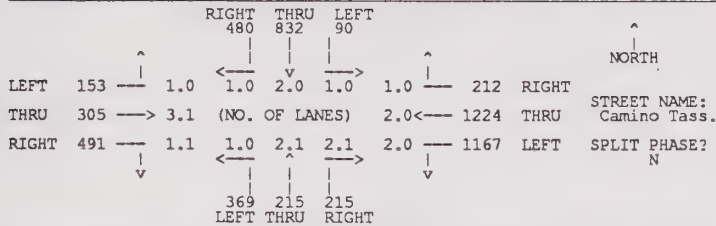
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	105	92 *	1650	0.0558	0.2758
THRU (T)	910	910	3300	0.2758	
LEFT (L)	176	176	3000	0.0587	
SB RIGHT (R)	181	39 *	1650	0.0236	0.2913
THRU (T)	519	519	3300	0.1573	
LEFT (L)	874	874	3000	0.2913	
EB RIGHT (R)	297	200 *	1650	0.1212	0.2882
THRU (T)	951	951	3300	0.2882	
LEFT (L)	258	258	3000	0.0860	
WB RIGHT (R)	367	0 *	1650	0.0000	0.0080
THRU (T)	411	411	3300	0.1245	
LEFT (L)	24	24	3000	0.0080	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :

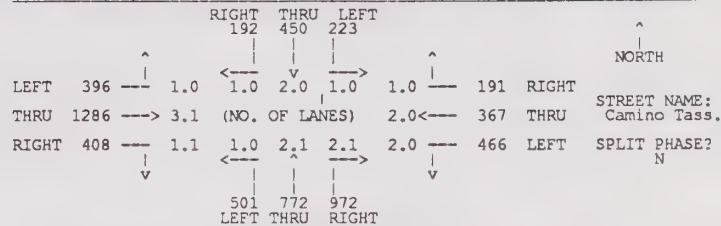


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	215	0 *	3000	0.0000	
THRU (T)	215	215	3300	0.0652	
LEFT (L)	369	369	1650	0.2236	0.2236
T + R		215	4650	0.0462	
SB RIGHT (R)	480	327 *	1650	0.1982	
THRU (T)	832	832	3300	0.2521	0.2521
LEFT (L)	90	90	1650	0.0545	
EB RIGHT (R)	491	491	1650	0.2976	0.2976
THRU (T)	305	305	4950	0.0616	
LEFT (L)	153	153	1650	0.0927	
T + R		796	4950	0.1608	
WB RIGHT (R)	212	122 *	1650	0.0739	
THRU (T)	1224	1224	3300	0.3709	
LEFT (L)	1167	1167	3000	0.3890	0.3890
TOTAL VOLUME-TO-CAPACITY RATIO:					1.16
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :

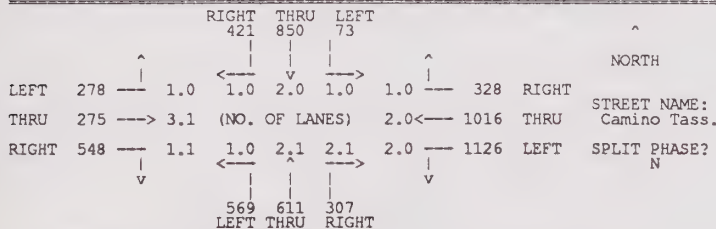


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	972	716 *	3000	0.2387	
THRU (T)	772	772	3300	0.2339	
LEFT (L)	501	501	1650	0.3036	
T + R		1488	4650	0.3200	0.3200
SB RIGHT (R)	192	0 *	1650	0.0000	
THRU (T)	450	450	3300	0.1364	
LEFT (L)	223	223	1650	0.1352	0.1352
EB RIGHT (R)	408	408	1650	0.2473	
THRU (T)	1286	1286	4950	0.2598	
LEFT (L)	396	396	1650	0.2400	
T + R		1694	4950	0.3422	0.3422
WB RIGHT (R)	191	0 *	1650	0.0000	
THRU (T)	367	367	3300	0.1112	
LEFT (L)	466	466	3000	0.1553	0.1553
TOTAL VOLUME-TO-CAPACITY RATIO:					0.95
INTERSECTION LEVEL OF SERVICE:					E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :

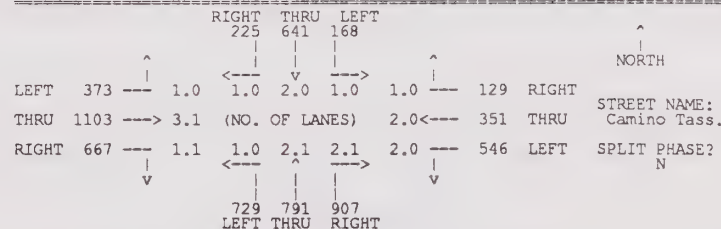


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	307	0 *	3000	0.0000	
THRU (T)	611	611	3300	0.1852	
LEFT (L)	569	569	1650	0.3448	0.3448
T + R		611	4650	0.1314	
SB RIGHT (R)	421	143 *	1650	0.0867	
THRU (T)	850	850	3300	0.2576	0.2576
LEFT (L)	73	73	1650	0.0442	
EB RIGHT (R)	548	548	1650	0.3321	0.3321
THRU (T)	275	275	4950	0.0556	
LEFT (L)	278	278	1650	0.1685	
T + R		823	4950	0.1663	
WB RIGHT (R)	328	255 *	1650	0.1545	
THRU (T)	1016	1016	3300	0.3079	
LEFT (L)	1126	1126	3000	0.3753	0.3753
TOTAL VOLUME-TO-CAPACITY RATIO:					1.31
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :

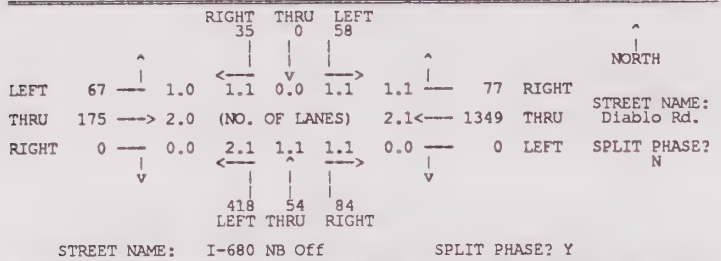


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	907	607 *	3000	0.2023	
THRU (T)	791	791	3300	0.2397	
LEFT (L)	729	729	1650	0.4418	0.4418
T + R		1398	4650	0.3006	
SB RIGHT (R)	225	0 *	1650	0.0000	
THRU (T)	641	641	3300	0.1942	0.1942
LEFT (L)	168	168	1650	0.1018	
EB RIGHT (R)	667	667	1650	0.4042	0.4042
THRU (T)	1103	1103	4950	0.2228	
LEFT (L)	373	373	1650	0.2261	
T + R		1770	4950	0.3576	
WB RIGHT (R)	129	0 *	1650	0.0000	
THRU (T)	351	351	3300	0.1064	
LEFT (L)	546	546	3000	0.1820	0.1820
TOTAL VOLUME-TO-CAPACITY RATIO:					1.22
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10

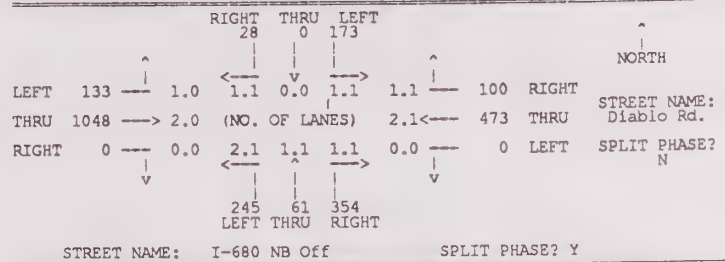


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	84	84	1650	0.0509	
THRU (T)	54	54	1650	0.0327	
LEFT (L)	418	418	3000	0.1393	
T + R		138	1650	0.0836	
T + L		472	3000	0.1573	
T + R + L		556	3000	0.1853	0.1853
SB RIGHT (R)	35	35	1650	0.0212	
LEFT (L)	58	58	1650	0.0352	
T + R + L		93	1650	0.0564	0.0564
EB THRU (T)	175	175	3300	0.0530	
LEFT (L)	67	67	1650	0.0406	0.0406
WB RIGHT (R)	77	77	1650	0.0467	
THRU (T)	1349	1349	3300	0.4088	
T + R		1426	3300	0.4321	0.4321
TOTAL VOLUME-TO-CAPACITY RATIO:					0.71
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10

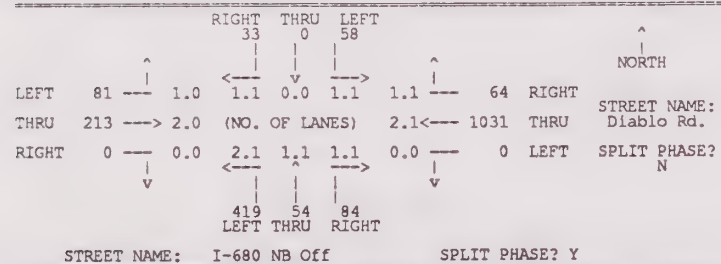


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	354	354	1650	0.2145	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	245	245	3000	0.0817	
T + R		415	1650	0.2515	0.2515
T + L		306	3000	0.1020	
T + R + L		660	3000	0.2200	
SB RIGHT (R)	28	28	1650	0.0170	
LEFT (L)	173	173	1650	0.1048	
T + R + L		201	1650	0.1218	0.1218
EB THRU (T)	1048	1048	3300	0.3176	
LEFT (L)	133	133	1650	0.0806	0.3176
WB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	473	473	3300	0.1433	
T + R		573	3300	0.1736	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.69
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10

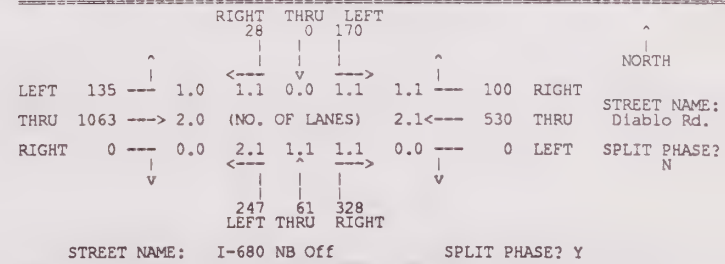


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	84	84	1650	0.0509	
THRU (T)	54	54	1650	0.0327	
LEFT (L)	419	419	3000	0.1397	
T + R		138	1650	0.0836	
T + L		473	3000	0.1577	
T + R + L		557	3000	0.1857	0.1857
SB RIGHT (R)	33	33	1650	0.0200	
LEFT (L)	58	58	1650	0.0352	
T + R + L		91	1650	0.0552	0.0552
EB THRU (T)	213	213	3300	0.0645	
LEFT (L)	81	81	1650	0.0491	0.0491
WB RIGHT (R)	64	64	1650	0.0388	
THRU (T)	1031	1031	3300	0.3124	
T + R		1095	3300	0.3318	0.3318
TOTAL VOLUME-TO-CAPACITY RATIO:					0.62
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	328	328	1650	0.1988	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	247	247	3000	0.0823	
T + R		389	1650	0.2358	0.2358
T + L		308	3000	0.1027	
T + R + L		636	3000	0.2120	
SB RIGHT (R)	28	28	1650	0.0170	
LEFT (L)	170	170	1650	0.1030	
T + R + L		198	1650	0.1200	0.1200
EB THRU (T)	1063	1063	3300	0.3221	
LEFT (L)	135	135	1650	0.0818	0.3221
WB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	530	530	3300	0.1606	
T + R		630	3300	0.1909	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.68
INTERSECTION LEVEL OF SERVICE:					B

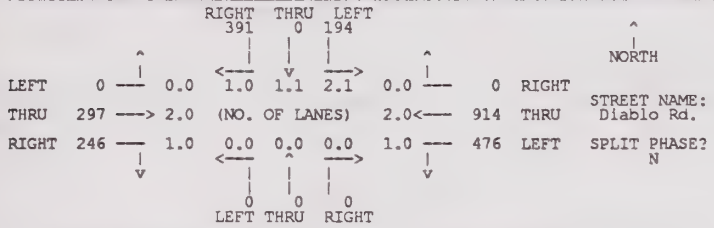
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	391	0 *\$	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	194	194	3000	0.0647	0.0647
T + L		194	3000	0.0647	
EB RIGHT (R)	246	0 *\$	1650	0.0000	
THRU (T)	297	297	3300	0.0900	0.0900
WB THRU (T)	914	914	3300	0.2770	
LEFT (L)	476	476	1650	0.2885	0.2885

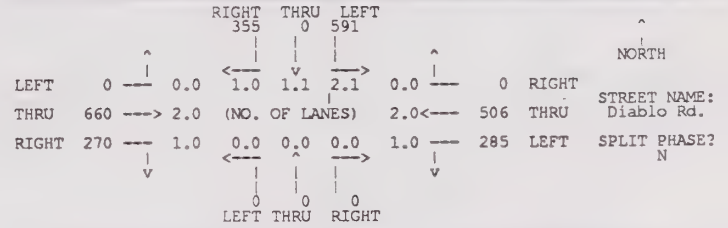
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	355	0 *\$	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	591	591	3000	0.1970	0.1970
T + L		591	3000	0.1970	
EB RIGHT (R)	270	0 *\$	1650	0.0000	
THRU (T)	660	660	3300	0.2000	0.2000
WB THRU (T)	506	506	3300	0.1533	
LEFT (L)	285	285	1650	0.1727	0.1727

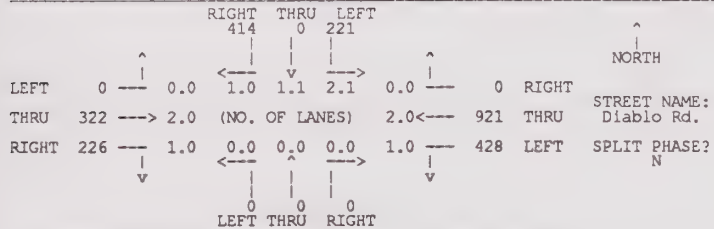
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	414	0 *\$	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	221	221	3000	0.0737	0.0737
T + L		221	3000	0.0737	
EB RIGHT (R)	226	0 *\$	1650	0.0000	
THRU (T)	322	322	3300	0.0976	0.0976
WB THRU (T)	921	921	3300	0.2791	
LEFT (L)	428	428	1650	0.2594	0.2594

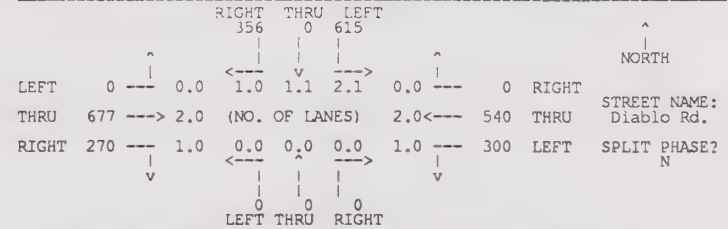
TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	356	0 *\$	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	615	615	3000	0.2050	0.2050
T + L		615	3000	0.2050	
EB RIGHT (R)	270	0 *\$	1650	0.0000	
THRU (T)	677	677	3300	0.2052	0.2052
WB THRU (T)	540	540	3300	0.1636	
LEFT (L)	300	300	1650	0.1818	0.1818

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

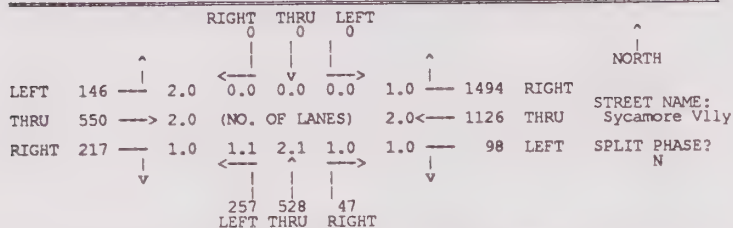
10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Vly DANVILLE

COUNT DATE/TIME: : AM Year 2010 No Project

PEAK HOUR:

FILE 29133-10



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	47	0 *	1650	0.0000	
THRU (T)	528	528	3300	0.1600	
LEFT (L)	257	257	1650	0.1558	
T + L		785	3300	0.2379	0.2379
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	550	550	3300	0.1667	
LEFT (L)	146	146	3000	0.0487	0.0487
WB RIGHT (R)	1494	794 *\$	1650	0.4812	0.4812
THRU (T)	1126	1126	3300	0.3412	
LEFT (L)	98	98	1650	0.0594	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

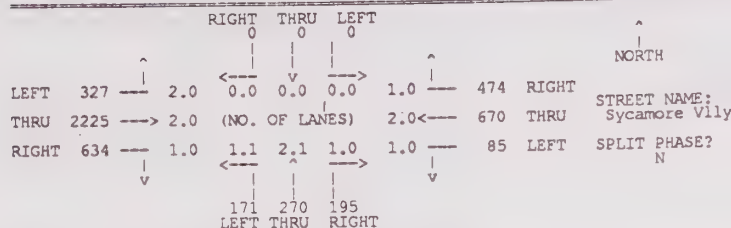
10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Vly DANVILLE

COUNT DATE/TIME: : PM Year 2010 No Project

PEAK HOUR:

FILE 29133-10



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	195	110 *	1650	0.0667	
THRU (T)	270	270	3300	0.0818	
LEFT (L)	171	171	1650	0.1036	
T + L		441	3300	0.1336	0.1336
EB RIGHT (R)	634	463 *	1650	0.2806	
THRU (T)	2225	2225	3300	0.6742	0.6742
LEFT (L)	327	327	3000	0.1090	
WB RIGHT (R)	474	0 *\$	1650	0.0000	
THRU (T)	670	670	3300	0.2030	
LEFT (L)	85	85	1650	0.0515	0.0515

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

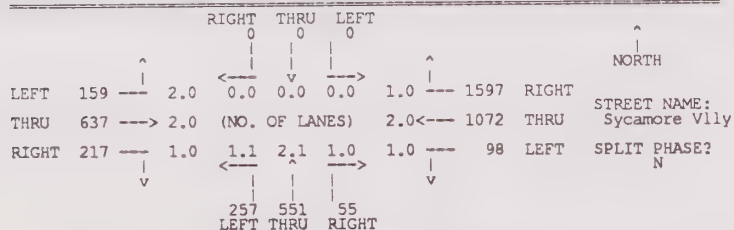
10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Vly DANVILLE

COUNT DATE/TIME: : AM Year 2010 With Project

PEAK HOUR:

FILE 29133-10



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	55	0 *	1650	0.0000	
THRU (T)	551	551	3300	0.1670	
LEFT (L)	257	257	1650	0.1558	
T + L		808	3300	0.2448	0.2448
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	637	637	3300	0.1930	
LEFT (L)	159	159	3000	0.0530	0.0530
WB RIGHT (R)	1597	897 *\$	1650	0.5436	0.5436
THRU (T)	1072	1072	3300	0.3248	
LEFT (L)	98	98	1650	0.0594	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

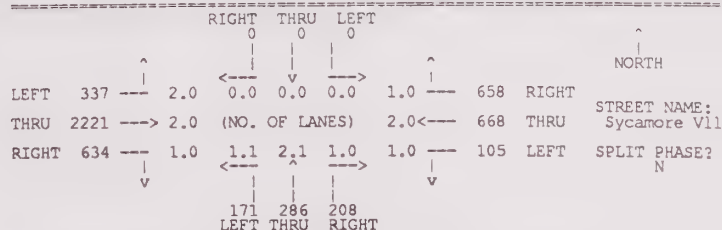
10/9/92

INTERSECTION 945 I-680 NB On and Sycamore Vly DANVILLE

COUNT DATE/TIME: : PM Year 2010 With Project

PEAK HOUR:

FILE 29133-10



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	208	103 *	1650	0.0624	
THRU (T)	286	286	3300	0.0867	
LEFT (L)	171	171	1650	0.1036	
T + L		457	3300	0.1385	0.1385
EB RIGHT (R)	634	463 *	1650	0.2806	
THRU (T)	2221	2221	3300	0.6730	0.6730
LEFT (L)	337	337	3000	0.1123	
WB RIGHT (R)	658	0 *\$	1650	0.0000	
THRU (T)	668	668	3300	0.2024	
LEFT (L)	105	105	1650	0.0636	0.0636

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

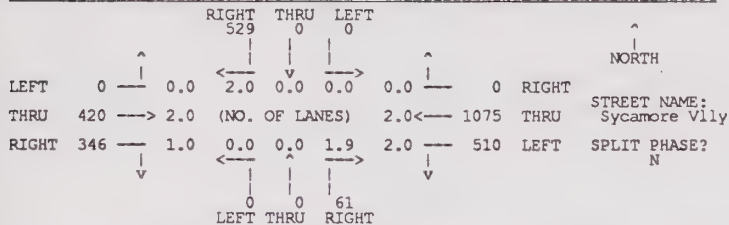
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	61	61	1650	0.0370	
SB RIGHT (R)	529	204 *\$	3000	0.0680	0.0680
EB RIGHT (R)	346	0 *\$	1650	0.0000	
THRU (T)	420	420	3300	0.1273	
WB THRU (T)	1075	1075	3300	0.3258	0.3258
LEFT (L)	510	510	3000	0.1700	

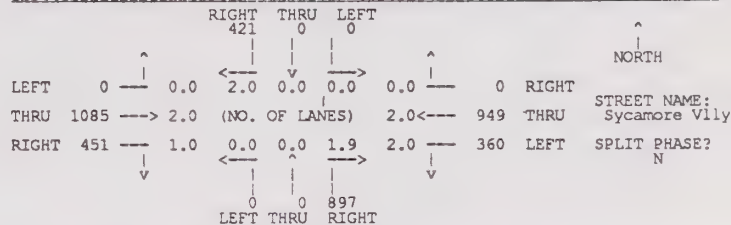
TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.39 A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	897	897	1650	0.5436	
SB RIGHT (R)	421	0 *\$	3000	0.0000	
EB RIGHT (R)	451	0 *\$	1650	0.0000	
THRU (T)	1085	1085	3300	0.3288	0.3288
WB THRU (T)	949	949	3300	0.2876	0.1200
LEFT (L)	360	360	3000	0.1200	

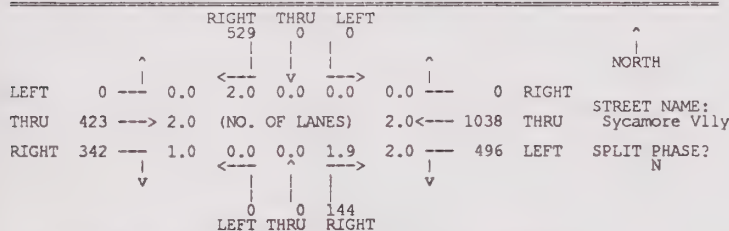
TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.45 A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	144	144	1650	0.0873	
SB RIGHT (R)	529	167 *\$	3000	0.0557	0.0557
EB RIGHT (R)	342	0 *\$	1650	0.0000	
THRU (T)	423	423	3300	0.1282	
WB THRU (T)	1038	1038	3300	0.3145	0.3145
LEFT (L)	496	496	3000	0.1653	

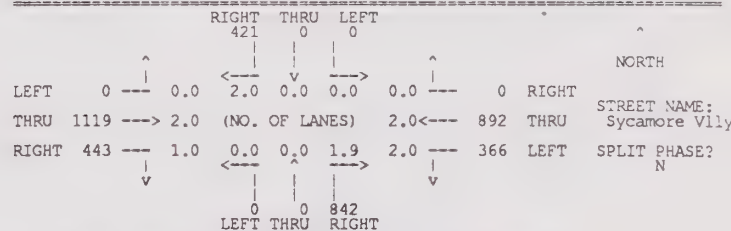
TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.37 A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

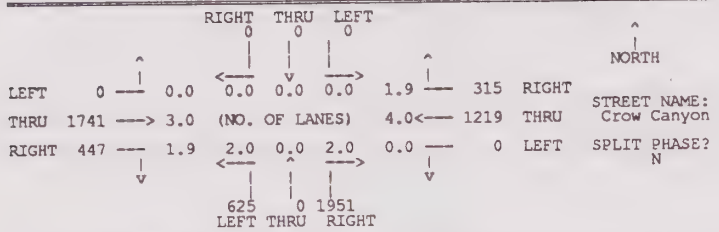
5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	842	842	1650	0.5103	
SB RIGHT (R)	421	0 *\$	3000	0.0000	
EB RIGHT (R)	443	0 *\$	1650	0.0000	
THRU (T)	1119	1119	3300	0.3391	0.3391
WB THRU (T)	892	892	3300	0.2703	0.1220
LEFT (L)	366	366	3000	0.1220	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.46 A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION

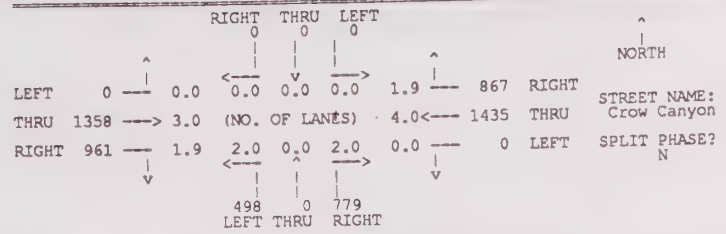


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1951	1592 *\$	3273	0.4864	0.4864
LEFT (L)	625	625	3273	0.1910	
EB RIGHT (R)	447	447	1800	0.2483	
THRU (T)	1741	1741	5400	0.3224	0.3224
WB RIGHT (R)	315	315	1800	0.1750	
THRU (T)	1219	1219	7200	0.1693	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION

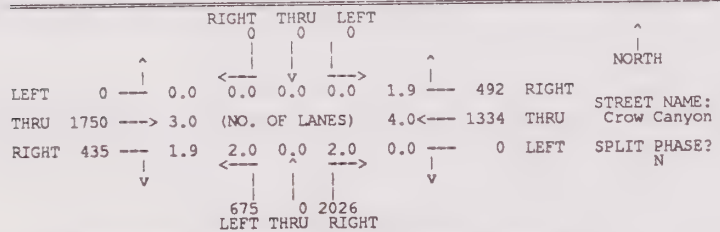


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	779	79 *\$	3273	0.0241	
LEFT (L)	498	498	3273	0.1522	0.1522
EB RIGHT (R)	961	961	1800	0.5339	
THRU (T)	1358	1358	5400	0.2515	0.2515
WB RIGHT (R)	867	867	1800	0.4817	
THRU (T)	1435	1435	7200	0.1993	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION

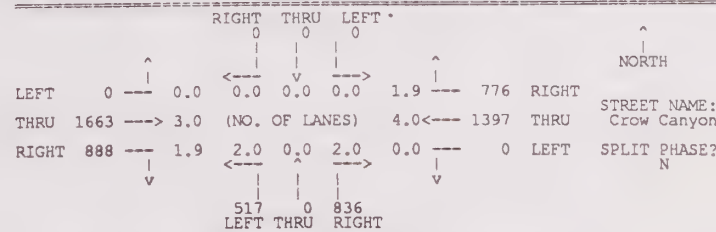


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2026	1676 *\$	3273	0.5121	0.5121
LEFT (L)	675	675	3273	0.2062	
EB RIGHT (R)	435	435	1800	0.2417	
THRU (T)	1750	1750	5400	0.3241	0.3241
WB RIGHT (R)	492	492	1800	0.2733	
THRU (T)	1334	1334	7200	0.1853	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 949 I-680 NB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION

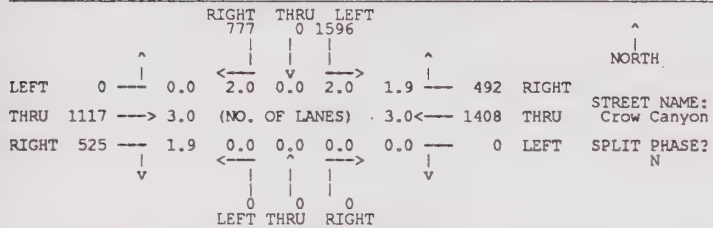


2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	836	399 *\$	3273	0.1219	
LEFT (L)	517	517	3273	0.1580	0.1580
EB RIGHT (R)	888	888	1800	0.4933	
THRU (T)	1663	1663	5400	0.3080	0.3080
WB RIGHT (R)	776	776	1800	0.4311	
THRU (T)	1397	1397	7200	0.1940	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

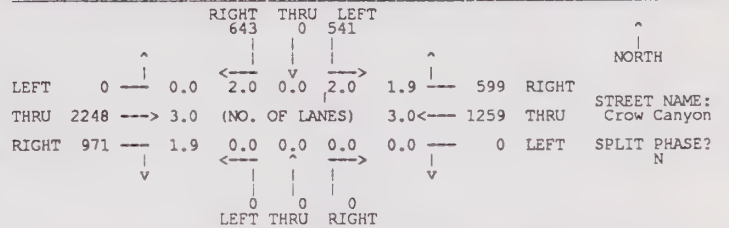
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N					
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	777	85 *\$	3273	0.0260	
LEFT (L)	1596	1596	3273	0.4876	0.4876
EB RIGHT (R)	525	525	1800	0.2917	
THRU (T)	1117	1117	5400	0.2069	
WB RIGHT (R)	492	492	1800	0.2733	
THRU (T)	1408	1408	5400	0.2607	0.2607
TOTAL VOLUME-TO-CAPACITY RATIO:					0.75
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

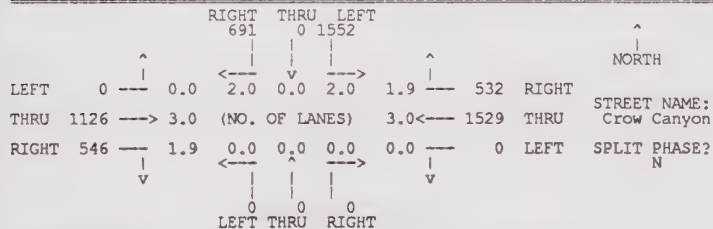
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N					
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	643	0 *\$	3273	0.0000	
LEFT (L)	541	541	3273	0.1653	0.1653
EB RIGHT (R)	971	971	1800	0.5394	
THRU (T)	2248	2248	5400	0.4163	0.4163
WB RIGHT (R)	599	599	1800	0.3328	
THRU (T)	1259	1259	5400	0.2331	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.58
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

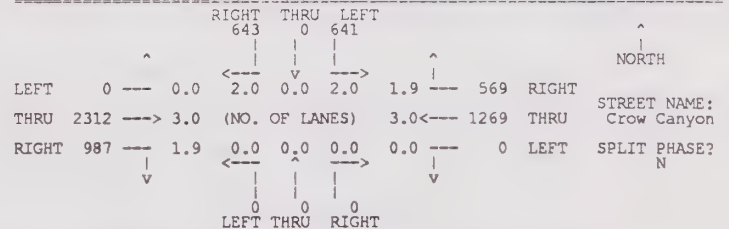
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N					
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	691	120 *\$	3273	0.0367	
LEFT (L)	1552	1552	3273	0.4742	0.4742
EB RIGHT (R)	546	546	1800	0.3033	
THRU (T)	1126	1126	5400	0.2085	
WB RIGHT (R)	532	532	1800	0.2956	
THRU (T)	1529	1529	5400	0.2831	0.2831
TOTAL VOLUME-TO-CAPACITY RATIO:					0.76
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

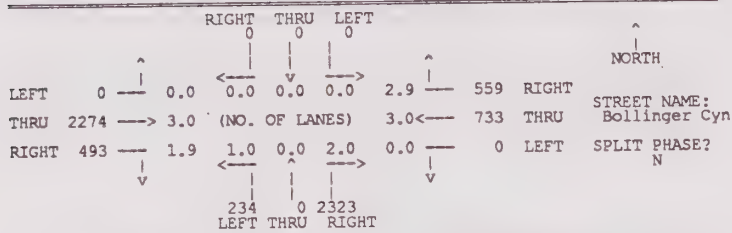
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N					
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	643	0 *\$	3273	0.0000	
LEFT (L)	641	641	3273	0.1958	0.1958
EB RIGHT (R)	987	987	1800	0.5483	
THRU (T)	2312	2312	5400	0.4281	0.4281
WB RIGHT (R)	569	569	1800	0.3161	
THRU (T)	1269	1269	5400	0.2350	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.62
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 No Project



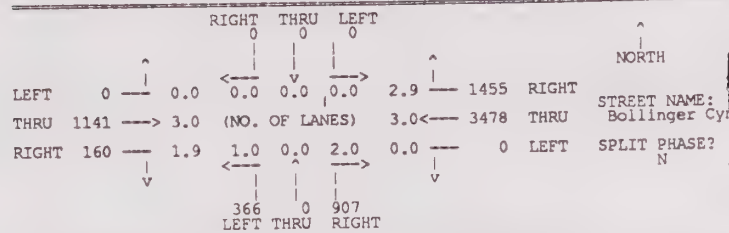
STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL						
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB RIGHT (R)	2323	2323	3273	0.7097	0.7097	
LEFT (L)	234	234	1800	0.1300		
EB RIGHT (R)	493	493	1800	0.2739	0.4211	
THRU (T)	2274	2274	5400	0.4211		
WB RIGHT (R)	559	559	3273	0.1708		
THRU (T)	733	733	5400	0.1357		

TOTAL VOLUME-TO-CAPACITY RATIO: 1.13
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 No Project



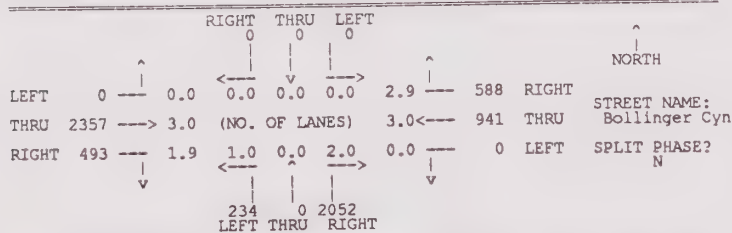
STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL						
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB RIGHT (R)	907	207	3273	0.0632		
LEFT (L)	366	366	1800	0.2033	0.2033	
EB RIGHT (R)	160	160	1800	0.0889		
THRU (T)	1141	1141	5400	0.2113		
WB RIGHT (R)	1455	1455	3273	0.4445		
THRU (T)	3478	3478	5400	0.6441	0.6441	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 With Project



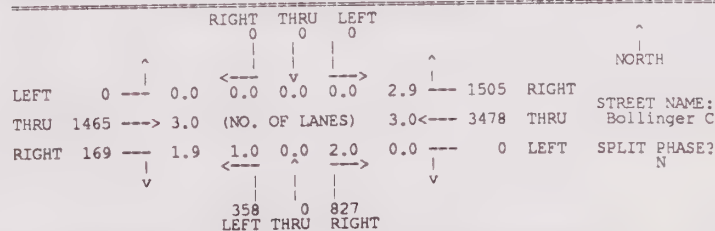
STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL						
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB RIGHT (R)	2052	2052	3273	0.6269	0.6269	
LEFT (L)	234	234	1800	0.1300		
EB RIGHT (R)	493	493	1800	0.2739	0.4365	
THRU (T)	2357	2357	5400	0.4365		
WB RIGHT (R)	588	588	3273	0.1797		
THRU (T)	941	941	5400	0.1743		

TOTAL VOLUME-TO-CAPACITY RATIO: 1.06
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 With Project



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL						
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB RIGHT (R)	827	192	3273	0.0587		
LEFT (L)	358	358	1800	0.1989	0.1989	
EB RIGHT (R)	169	169	1800	0.0939		
THRU (T)	1465	1465	5400	0.2713		
WB RIGHT (R)	1505	1505	3273	0.4598		
THRU (T)	3478	3478	5400	0.6441	0.6441	

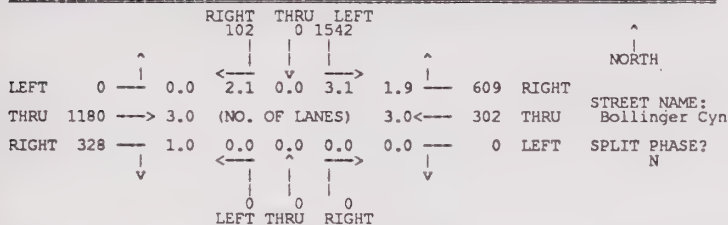
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	102	0 *\$	3273	0.0000	0.3284
LEFT (L)	1542	1542	4695	0.3284	
T + R + L		1542	6168	0.2500	
EB RIGHT (R)	328	328	1800	0.1822	0.2185
THRU (T)	1180	1180	5400	0.2185	
WB RIGHT (R)	609	609	1800	0.3383	0.0559
THRU (T)	302	302	5400	0.0559	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

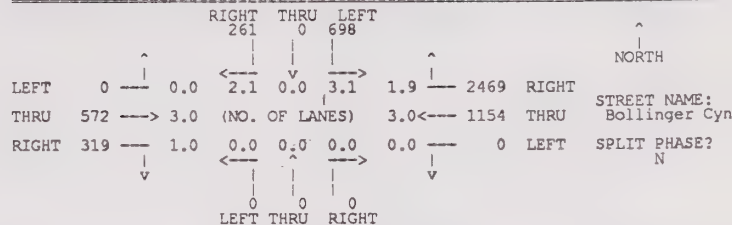
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	261	0 *\$	3273	0.0000	0.1487
LEFT (L)	698	698	4695	0.1487	
T + R + L		698	6168	0.1132	
EB RIGHT (R)	319	319	1800	0.1772	0.1059
THRU (T)	572	572	5400	0.1059	
WB RIGHT (R)	2469	2469	1800	1.3717 **	0.2137
THRU (T)	1154	1154	5400	0.2137	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.36
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

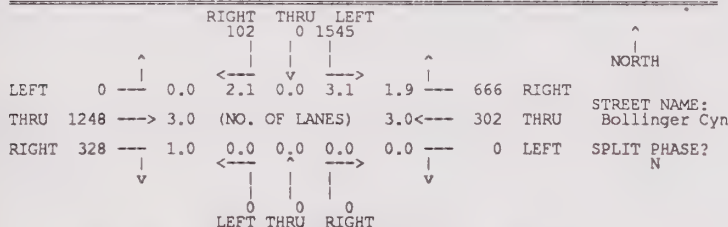
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

** APPROACHING OR EXCEEDING CAPACITY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	102	0 *\$	3273	0.0000	0.3291
LEFT (L)	1545	1545	4695	0.3291	
T + R + L		1545	6168	0.2505	
EB RIGHT (R)	328	328	1800	0.1822	0.2311
THRU (T)	1248	1248	5400	0.2311	
WB RIGHT (R)	666	666	1800	0.3700	0.0559
THRU (T)	302	302	5400	0.0559	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

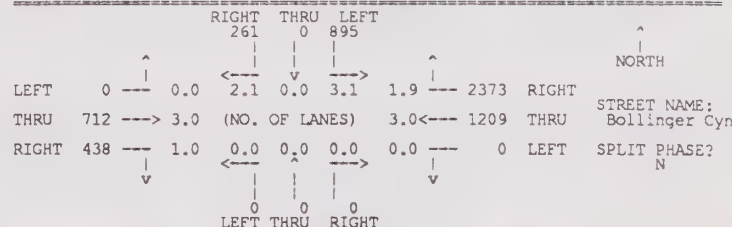
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	261	0 *\$	3273	0.0000	0.1906
LEFT (L)	895	895	4695	0.1906	
T + R + L		895	6168	0.1451	
EB RIGHT (R)	438	438	1800	0.2433	0.2433
THRU (T)	712	712	5400	0.1319	
WB RIGHT (R)	2373	2373	1800	1.3183 **	0.2239
THRU (T)	1209	1209	5400	0.2239	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

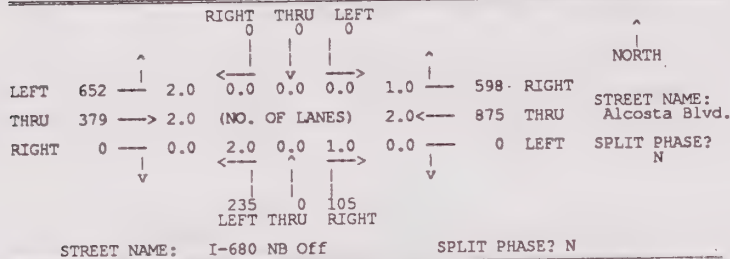
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

** APPROACHING OR EXCEEDING CAPACITY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 No Project FILE 29133-10



3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	105	0 *\$	1720	0.0000	
LEFT (L)	235	235	3127	0.0752	0.0752
EB THRU (T)	379	379	3440	0.1102	
LEFT (L)	652	652	3127	0.2085	0.2085
WB RIGHT (R)	598	0 *\$	1720	0.0000	
THRU (T)	875	875	3440	0.2544	0.2544

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

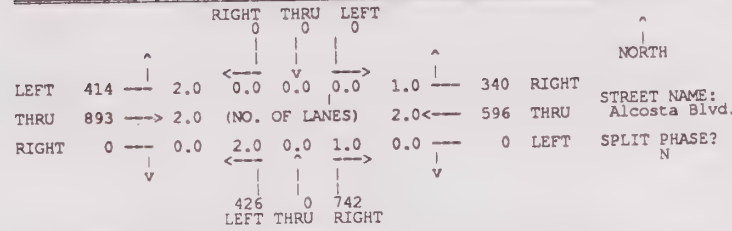
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 No Project FILE 29133-10



3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	742	235 *\$	1720	0.1366	
LEFT (L)	426	426	3127	0.1362	0.1366
EB THRU (T)	893	893	3440	0.2596	
LEFT (L)	414	414	3127	0.1324	0.1324
WB RIGHT (R)	340	0 *\$	1720	0.0000	
THRU (T)	596	596	3440	0.1733	0.1733

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

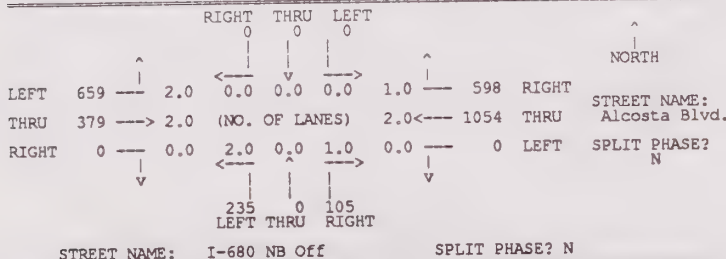
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project FILE 29133-10



3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	105	0 *\$	1720	0.0000	
LEFT (L)	235	235	3127	0.0752	0.0752
EB THRU (T)	379	379	3440	0.1102	
LEFT (L)	659	659	3127	0.2107	0.2107
WB RIGHT (R)	598	0 *\$	1720	0.0000	
THRU (T)	1054	1054	3440	0.3064	0.3064

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

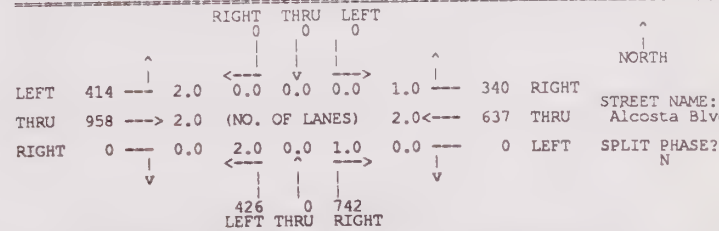
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project FILE 29133-10



3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	742	300 *\$	1720	0.1744	
LEFT (L)	426	426	3127	0.1362	0.1744
EB THRU (T)	958	958	3440	0.2785	
LEFT (L)	414	414	3127	0.1324	0.1324
WB RIGHT (R)	340	0 *\$	1720	0.0000	
THRU (T)	637	637	3440	0.1852	0.1852

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

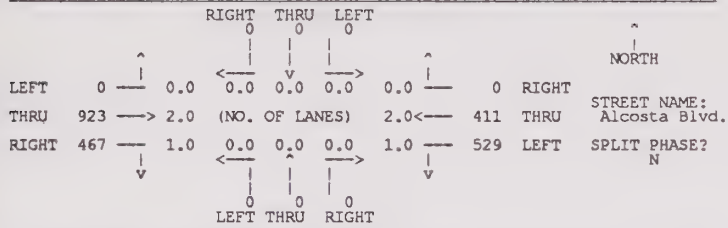
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	467	0 *\$	1720	0.0000	
THRU (T)	923	923	3440	0.2683	0.2683
WB THRU (T)	411	411	3440	0.1195	
LEFT (L)	529	529	1720	0.3076	0.3076

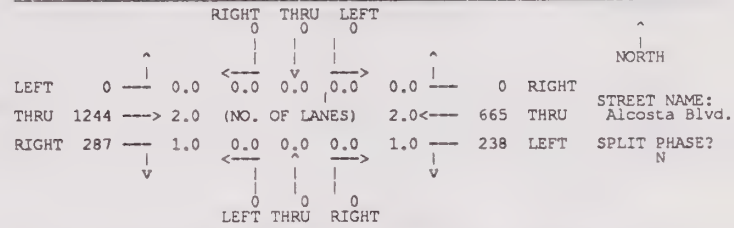
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	287	0 *\$	1720	0.0000	
THRU (T)	1244	1244	3440	0.3616	0.3616
WB THRU (T)	665	665	3440	0.1933	
LEFT (L)	238	238	1720	0.1384	0.1384

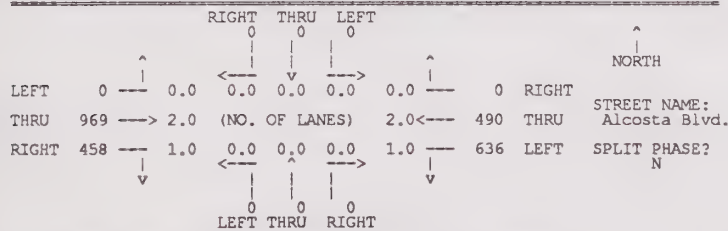
TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	458	0 *\$	1720	0.0000	
THRU (T)	969	969	3440	0.2817	0.2817
WB THRU (T)	490	490	3440	0.1424	
LEFT (L)	636	636	1720	0.3698	0.3698

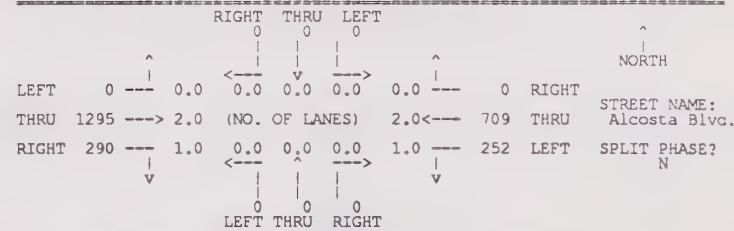
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	290	0 *\$	1720	0.0000	
THRU (T)	1295	1295	3440	0.3765	0.3765
WB THRU (T)	709	709	3440	0.2061	
LEFT (L)	252	252	1720	0.1465	0.1465

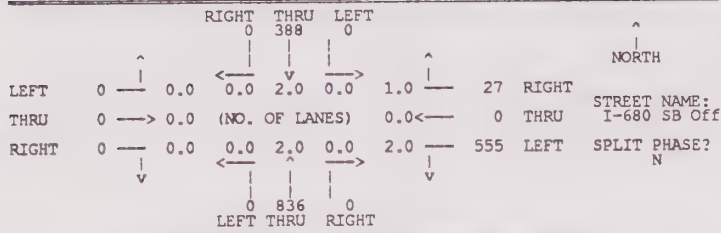
TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 No Project



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	836	836	3440	0.2430	0.2430
SB THRU (T)	388	388	3440	0.1128	
WB RIGHT (R)	27	0 *\$	1720	0.0000	
WB LEFT (L)	555	555	3127	0.1775	0.1775

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

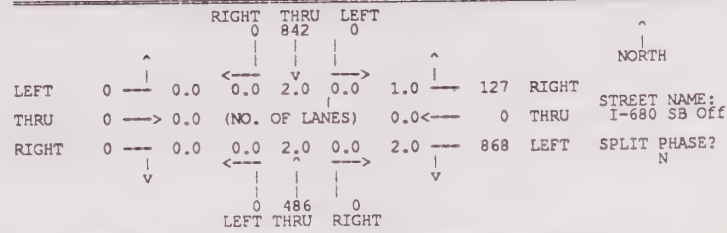
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 No Project



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	486	486	3440	0.1413	
SB THRU (T)	842	842	3440	0.2448	0.2448
WB RIGHT (R)	127	0 *\$	1720	0.0000	
WB LEFT (L)	868	868	3127	0.2776	0.2776

TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

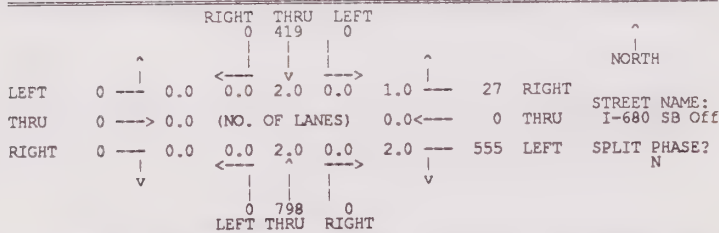
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 With Project



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	798	798	3440	0.2320	0.2320
SB THRU (T)	419	419	3440	0.1218	
WB RIGHT (R)	27	0 *\$	1720	0.0000	
WB LEFT (L)	555	555	3127	0.1775	0.1775

TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

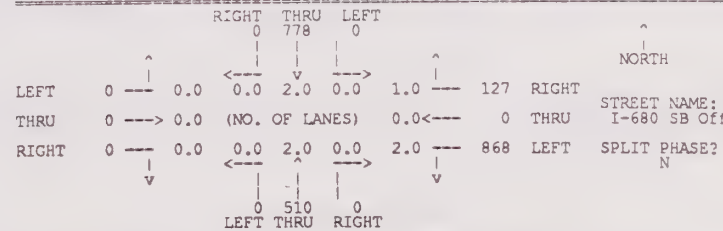
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 With Project



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	510	510	3440	0.1483	
SB THRU (T)	778	778	3440	0.2262	0.2262
WB RIGHT (R)	127	0 *\$	1720	0.0000	
WB LEFT (L)	868	868	3127	0.2776	0.2776

TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

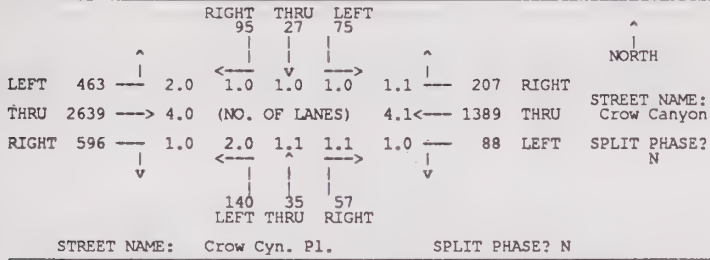
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	57	57	1650	0.0345	
THRU (T)	35	35	1650	0.0212	
LEFT (L)	140	140	3000	0.0467	
T + R		92	1650	0.0558	0.0558
SB RIGHT (R)	95	0 *	1650	0.0000	
THRU (T)	27	27	1650	0.0164	
LEFT (L)	75	75	1650	0.0455	0.0455
EB RIGHT (R)	596	519 *	1650	0.3145	
THRU (T)	2639	2639	6600	0.3998	0.3998
LEFT (L)	463	463	3000	0.1543	
WB RIGHT (R)	207	207	1650	0.1255	
THRU (T)	1389	1389	6600	0.2105	
LEFT (L)	88	88	1650	0.0533	0.0533
T + R		1596	6600	0.2418	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

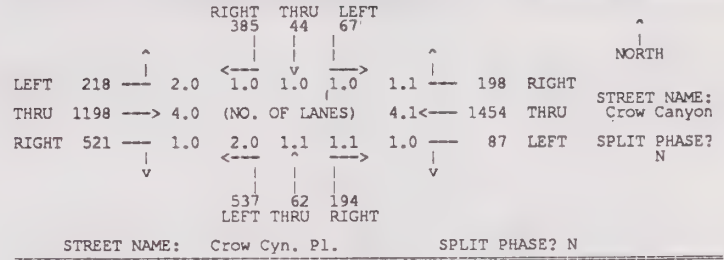
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	194	194	1650	0.1176	
THRU (T)	62	62	1650	0.0376	
LEFT (L)	537	537	3000	0.1790	0.1790
T + R		256	1650	0.1552	
SB RIGHT (R)	385	265 *	1650	0.1606	0.1606
THRU (T)	44	44	1650	0.0267	
LEFT (L)	67	67	1650	0.0406	
EB RIGHT (R)	521	226 *	1650	0.1370	
THRU (T)	1198	1198	6600	0.1815	
LEFT (L)	218	218	3000	0.0727	0.0727
WB RIGHT (R)	198	198	1650	0.1200	
THRU (T)	1454	1454	6600	0.2203	
LEFT (L)	87	87	1650	0.0527	
T + R		1652	6600	0.2503	0.2503

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
 INTERSECTION LEVEL OF SERVICE: B

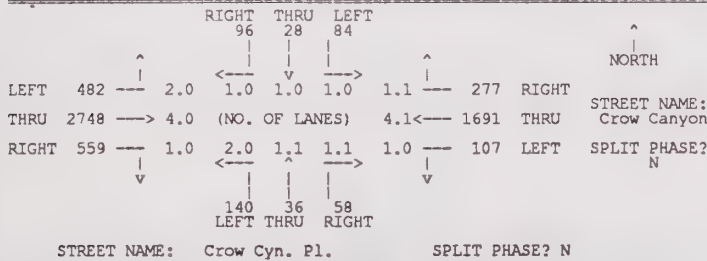
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	58	58	1650	0.0352	
THRU (T)	36	36	1650	0.0218	
LEFT (L)	140	140	3000	0.0467	
T + R		94	1650	0.0570	0.0570
SB RIGHT (R)	96	0 *	1650	0.0000	
THRU (T)	28	28	1650	0.0170	
LEFT (L)	84	84	1650	0.0509	0.0509
EB RIGHT (R)	559	482 *	1650	0.2921	
THRU (T)	2748	2748	6600	0.4164	0.4164
LEFT (L)	482	482	3000	0.1607	
WB RIGHT (R)	277	277	1650	0.1679	
THRU (T)	1691	1691	6600	0.2562	
LEFT (L)	107	107	1650	0.0648	0.0648
T + R		1968	6600	0.2982	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

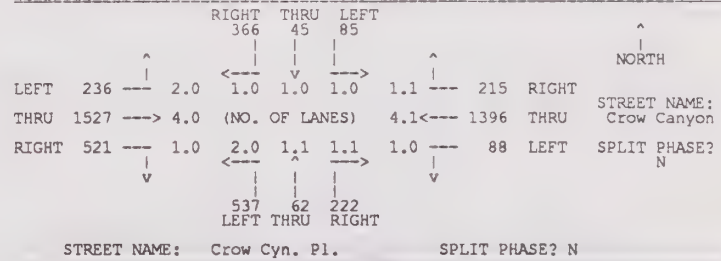
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	222	222	1650	0.1345	
THRU (T)	62	62	1650	0.0376	
LEFT (L)	537	537	3000	0.1790	0.1790
T + R		284	1650	0.1721	
SB RIGHT (R)	366	236 *	1650	0.1430	0.1430
THRU (T)	45	45	1650	0.0273	
LEFT (L)	85	85	1650	0.0515	
EB RIGHT (R)	521	226 *	1650	0.1370	
THRU (T)	1527	1527	6600	0.2314	
LEFT (L)	236	236	3000	0.0787	0.0787
WB RIGHT (R)	215	215	1650	0.1303	
THRU (T)	1396	1396	6600	0.2115	
LEFT (L)	88	88	1650	0.0533	
T + R		1611	6600	0.2441	0.2441

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
 INTERSECTION LEVEL OF SERVICE: B

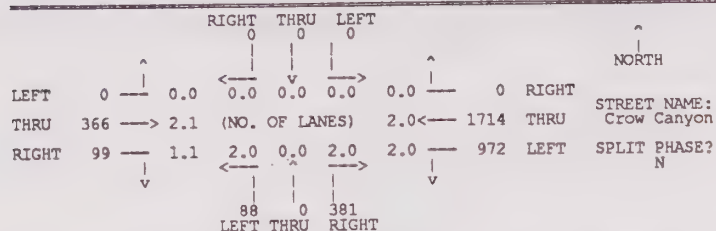
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	381	0 *	3127	0.0000	
LEFT (L)	88	88	3127	0.0281	0.0281
EB RIGHT (R)	99	99	1720	0.0576	
THRU (T)	366	366	3440	0.1064	
T + R		465	3440	0.1352	
WB THRU (T)	1714	1714	3440	0.4983	0.4983
LEFT (L)	972	972	3127	0.3108	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
 INTERSECTION LEVEL OF SERVICE: A

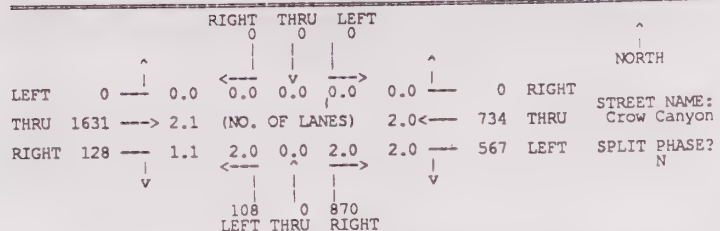
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	870	558 *	3127	0.1784	0.1784
LEFT (L)	108	108	3127	0.0345	
EB RIGHT (R)	128	128	1720	0.0744	
THRU (T)	1631	1631	3440	0.4741	
T + R		1759	3440	0.5113	0.5113
WB THRU (T)	734	734	3440	0.2134	
LEFT (L)	567	567	3127	0.1813	0.1813

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

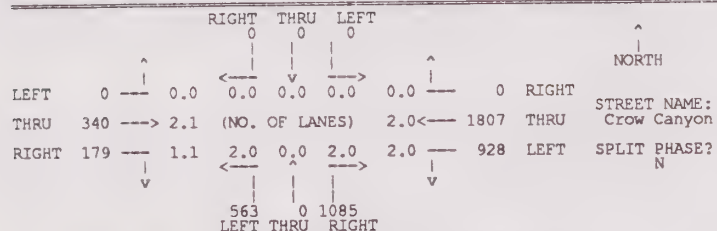
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1085	575 *	3127	0.1839	0.1839
LEFT (L)	563	563	3127	0.1800	
EB RIGHT (R)	179	179	1720	0.1041	
THRU (T)	340	340	3440	0.0988	
T + R		519	3440	0.1509	
WB THRU (T)	1807	1807	3440	0.5253	0.5253
LEFT (L)	928	928	3127	0.2968	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
 INTERSECTION LEVEL OF SERVICE: C

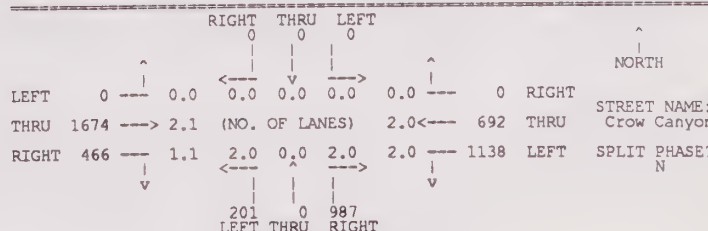
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

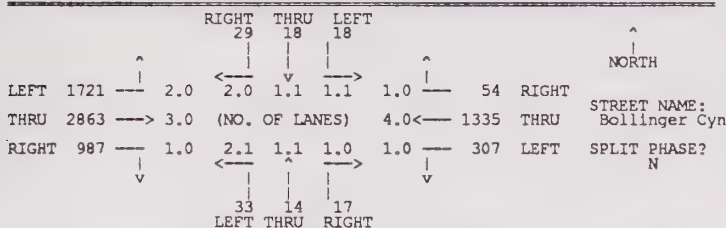
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	987	361 *	3127	0.1154	0.1154
LEFT (L)	201	201	3127	0.0643	
EB RIGHT (R)	466	466	1720	0.2709	
THRU (T)	1674	1674	3440	0.4866	
T + R		2140	3440	0.6221	0.6221
WB THRU (T)	692	692	3440	0.2012	
LEFT (L)	1138	1138	3127	0.3639	0.3639

TOTAL VOLUME-TO-CAPACITY RATIO: 1.10
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION

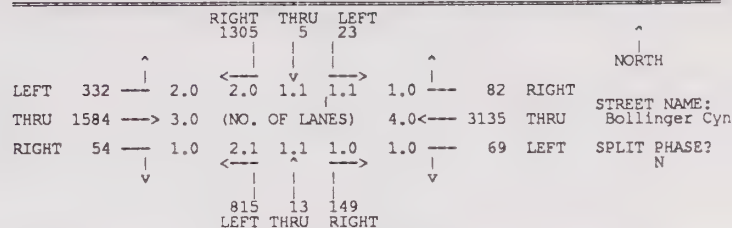


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	0 *	1650	0.0000	0.0157
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + L		47	3000	0.0157	
SB RIGHT (R)	29	0 *	3000	0.0000	0.0218
THRU (T)	18	18	1650	0.0109	
LEFT (L)	18	18	1650	0.0109	
T + L		36	1650	0.0218	
EB RIGHT (R)	987	969 *	1650	0.5873	0.5737
THRU (T)	2863	2863	4950	0.5784	
LEFT (L)	1721	1721	3000	0.5737	
T + L					
WB RIGHT (R)	54	36 *	1650	0.0218	0.2023
THRU (T)	1335	1335	6600	0.2023	
LEFT (L)	307	307	1650	0.1861	
T + L					
TOTAL VOLUME-TO-CAPACITY RATIO:					0.81
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION

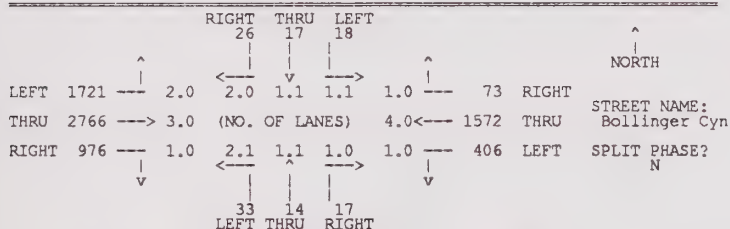


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	149	80 *	1650	0.0485	0.2760
THRU (T)	13	13	1650	0.0079	
LEFT (L)	815	815	3000	0.2717	
T + L		828	3000	0.2760	
SB RIGHT (R)	1305	1122 *	3000	0.3740	0.3740
THRU (T)	5	5	1650	0.0030	
LEFT (L)	23	23	1650	0.0139	
T + L		28	1650	0.0170	
EB RIGHT (R)	54	0 *	1650	0.0000	0.1107
THRU (T)	1584	1584	4950	0.3200	
LEFT (L)	332	332	3000	0.1107	
T + L					
WB RIGHT (R)	82	59 *	1650	0.0358	0.4750
THRU (T)	3135	3135	6600	0.4750	
LEFT (L)	69	69	1650	0.0418	
T + L					
TOTAL VOLUME-TO-CAPACITY RATIO:					1.24
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION

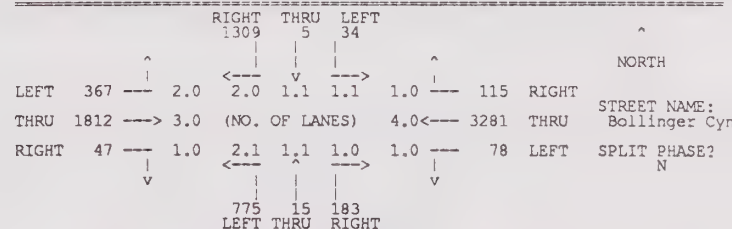


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	0 *	1650	0.0000	0.0157
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + L		47	3000	0.0157	
SB RIGHT (R)	26	0 *	3000	0.0000	0.0212
THRU (T)	17	17	1650	0.0103	
LEFT (L)	18	18	1650	0.0109	
T + L		35	1650	0.0212	
EB RIGHT (R)	976	958 *	1650	0.5806	0.5806
THRU (T)	2766	2766	4950	0.5588	
LEFT (L)	1721	1721	3000	0.5737	
T + L					
WB RIGHT (R)	73	55 *	1650	0.0333	0.2461
THRU (T)	1572	1572	6600	0.2382	
LEFT (L)	406	406	1650	0.2461	
T + L					
TOTAL VOLUME-TO-CAPACITY RATIO:					0.86
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION

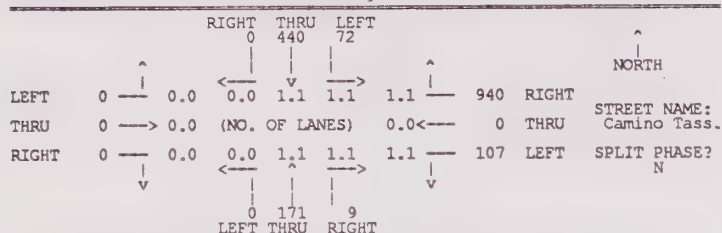


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	183	105 *	1650	0.0636	0.2633
THRU (T)	15	15	1650	0.0091	
LEFT (L)	775	775	3000	0.2583	
T + L		790	3000	0.2633	
SB RIGHT (R)	1309	1107 *	3000	0.3690	0.3690
THRU (T)	5	5	1650	0.0030	
LEFT (L)	34	34	1650	0.0206	
T + L		39	1650	0.0236	
EB RIGHT (R)	47	0 *	1650	0.0000	0.1223
THRU (T)	1812	1812	4950	0.3661	
LEFT (L)	367	367	3000	0.1223	
T + L					
WB RIGHT (R)	115	81 *	1650	0.0491	0.4971
THRU (T)	3281	3281	6600	0.4971	
LEFT (L)	78	78	1650	0.0473	
T + L					
TOTAL VOLUME-TO-CAPACITY RATIO:					1.25
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

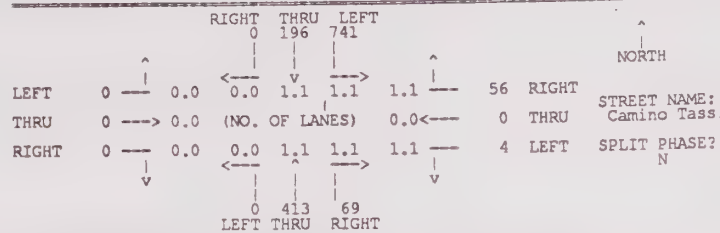
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	9	9	1800	0.0050	
THRU (T)	171	171	1800	0.0950	
T + R		180	1800	0.1000	
SB THRU (T)	440	440	1800	0.2444	
LEFT (L)	72	72	1800	0.0400	
T + L		512	1800	0.2844	0.2844
WB RIGHT (R)	940	940	1800	0.5222	
LEFT (L)	107	107	1800	0.0594	
T + R + L		1047	1800	0.5817	0.5817
TOTAL VOLUME-TO-CAPACITY RATIO:				0.87	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

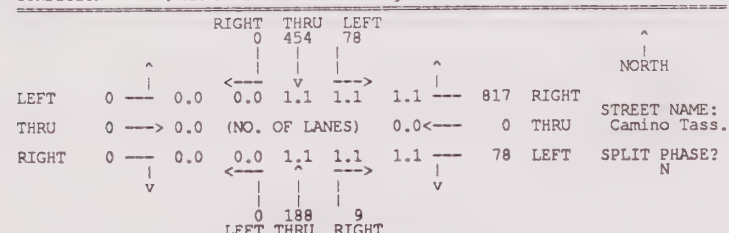
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	69	69	1800	0.0383	
THRU (T)	413	413	1800	0.2294	
T + R		482	1800	0.2678	0.2678
SB THRU (T)	196	196	1800	0.1089	
LEFT (L)	741	741	1800	0.4117	0.4117
T + L		937	1800	0.5206	
WB RIGHT (R)	56	56	1800	0.0311	
LEFT (L)	4	4	1800	0.0022	
T + R + L		60	1800	0.0333	0.0333
TOTAL VOLUME-TO-CAPACITY RATIO:				0.71	
INTERSECTION LEVEL OF SERVICE:				C	

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

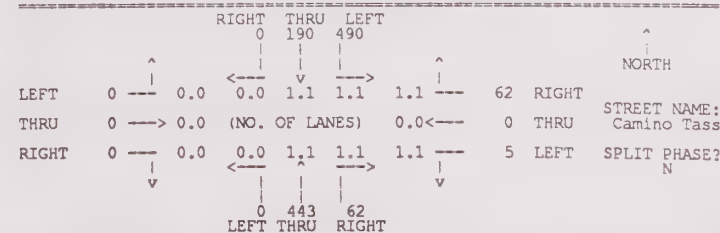
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	9	9	1800	0.0050	
THRU (T)	188	188	1800	0.1044	
T + R		197	1800	0.1094	
SB THRU (T)	454	454	1800	0.2522	
LEFT (L)	78	78	1800	0.0433	
T + L		532	1800	0.2956	0.2956
WB RIGHT (R)	817	817	1800	0.4539	
LEFT (L)	78	78	1800	0.0433	
T + R + L		895	1800	0.4972	0.4972
TOTAL VOLUME-TO-CAPACITY RATIO:				0.79	
INTERSECTION LEVEL OF SERVICE:				C	

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



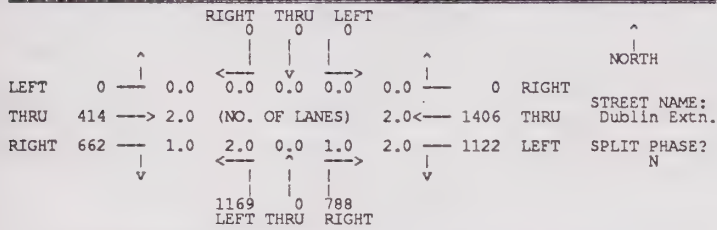
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	62	62	1800	0.0344	
THRU (T)	443	443	1800	0.2461	
T + R		505	1800	0.2806	0.2806
SB THRU (T)	190	190	1800	0.1056	
LEFT (L)	490	490	1800	0.2722	0.2722
T + L		680	1800	0.3778	
WB RIGHT (R)	62	62	1800	0.0344	
LEFT (L)	5	5	1800	0.0028	
T + R + L		67	1800	0.0372	0.0372
TOTAL VOLUME-TO-CAPACITY RATIO:				0.59	
INTERSECTION LEVEL OF SERVICE:				A	

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NB

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	788	171 *	1650	0.1036	0.3897
LEFT (L)	1169	1169	3000	0.3897	
EB RIGHT (R)	662	19 *	1650	0.0115	0.1255
THRU (T)	414	414	3300	0.1255	
WB THRU (T)	1406	1406	3300	0.4261	0.3740
LEFT (L)	1122	1122	3000	0.3740	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

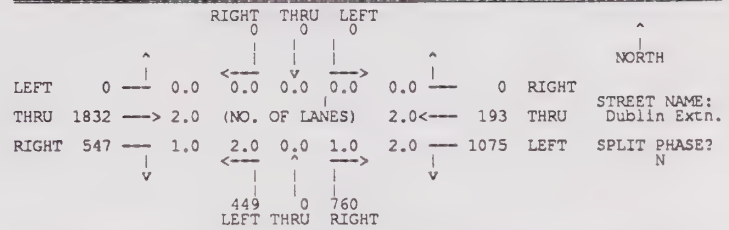
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	760	169 *	1650	0.1024	0.1497
LEFT (L)	449	449	3000	0.1497	
EB RIGHT (R)	547	300 *	1650	0.1818	0.5552
THRU (T)	1832	1832	3300	0.5552	
WB THRU (T)	193	193	3300	0.0585	0.3583
LEFT (L)	1075	1075	3000	0.3583	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.06
 INTERSECTION LEVEL OF SERVICE: F

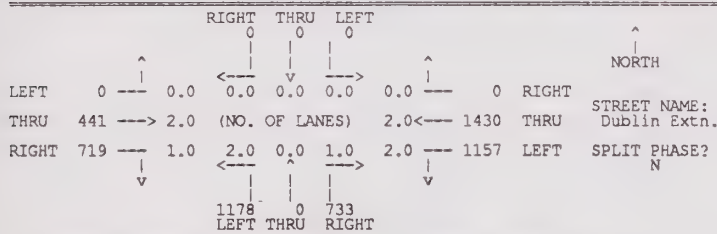
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	733	97 *	1650	0.0588	0.3927
LEFT (L)	1178	1178	3000	0.3927	
EB RIGHT (R)	719	71 *	1650	0.0430	0.1336
THRU (T)	441	441	3300	0.1336	
WB THRU (T)	1430	1430	3300	0.4333	0.3857
LEFT (L)	1157	1157	3000	0.3857	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
 INTERSECTION LEVEL OF SERVICE: E

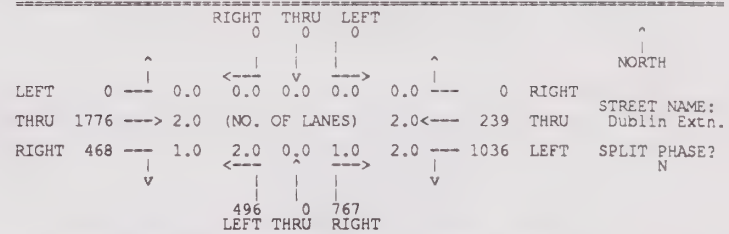
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	767	197 *	1650	0.1194	0.1653
LEFT (L)	496	496	3000	0.1653	
EB RIGHT (R)	468	195 *	1650	0.1182	0.5382
THRU (T)	1776	1776	3300	0.5382	
WB THRU (T)	239	239	3300	0.0724	0.3453
LEFT (L)	1036	1036	3000	0.3453	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.05
 INTERSECTION LEVEL OF SERVICE: F

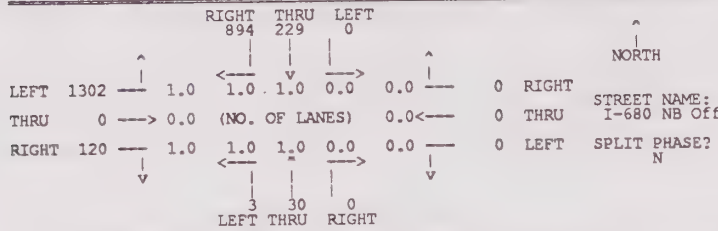
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 No Project



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	30	30	1650	0.0182	
LEFT (L)	3	3	1650	0.0018	0.0018
SB RIGHT (R)	894	0 *	1650	0.0000	
THRU (T)	229	229	1650	0.1388	0.1388
EB RIGHT (R)	120	117 *	1650	0.0709	
LEFT (L)	1302	1302	1650	0.7891	0.7891

TOTAL VOLUME-TO-CAPACITY RATIO: 0.93
 INTERSECTION LEVEL OF SERVICE: E

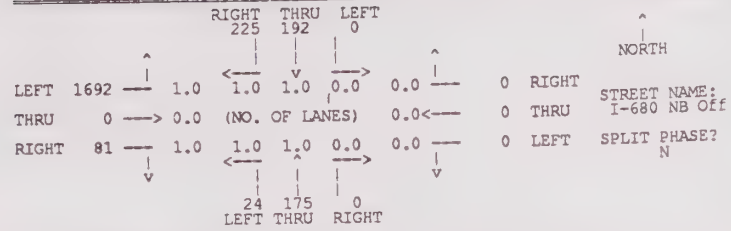
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 No Project



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	175	175	1650	0.1061	
LEFT (L)	24	24	1650	0.0145	0.0145
SB RIGHT (R)	225	0 *	1650	0.0000	
THRU (T)	192	192	1650	0.1164	0.1164
EB RIGHT (R)	81	57 *	1650	0.0345	
LEFT (L)	1692	1692	1650	1.0255 **	1.0255

TOTAL VOLUME-TO-CAPACITY RATIO: 1.16
 INTERSECTION LEVEL OF SERVICE: F

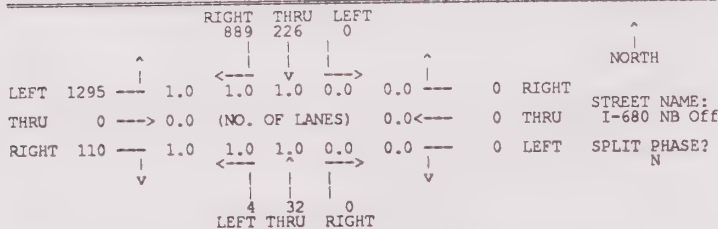
* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 With Project



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	32	32	1650	0.0194	
LEFT (L)	4	4	1650	0.0024	0.0024
SB RIGHT (R)	889	0 *	1650	0.0000	
THRU (T)	226	226	1650	0.1370	0.1370
EB RIGHT (R)	110	106 *	1650	0.0642	
LEFT (L)	1295	1295	1650	0.7848	0.7848

TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
 INTERSECTION LEVEL OF SERVICE: E

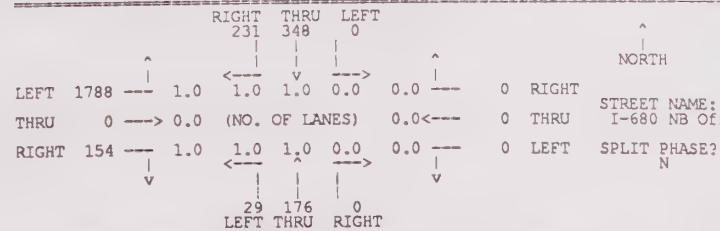
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 With Project



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

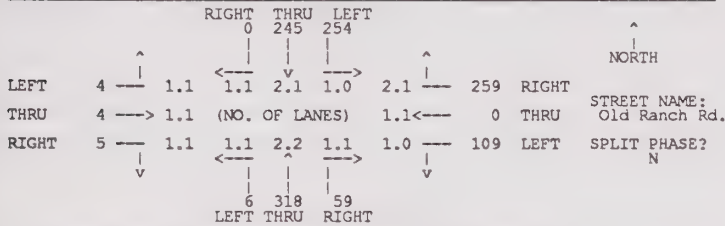
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	176	176	1650	0.1067	
LEFT (L)	29	29	1650	0.0176	0.0176
SB RIGHT (R)	231	0 *	1650	0.0000	
THRU (T)	348	348	1650	0.2109	0.2109
EB RIGHT (R)	154	125 *	1650	0.0758	
LEFT (L)	1788	1788	1650	1.0836 **	1.0836

TOTAL VOLUME-TO-CAPACITY RATIO: 1.31
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



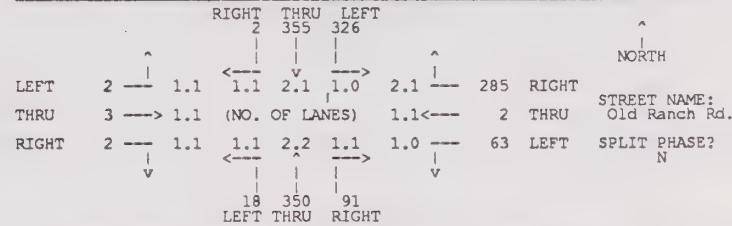
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	59	59	1800	0.0328	
THRU (T)	318	318	3600	0.0883	
LEFT (L)	6	6	1800	0.0033	
T + R		377	3600	0.1047	
T + L		324	3600	0.0900	
T + R + L		383	3600	0.1064	0.1064
SB RIGHT (R)	0	0	1800	0.0000	
THRU (T)	245	245	3600	0.0681	
LEFT (L)	254	254	1800	0.1411	0.1411
T + R		254	3600	0.0681	
EB RIGHT (R)	5	5	1800	0.0028	
THRU (T)	4	4	1800	0.0022	
LEFT (L)	4	4	1800	0.0022	
T + R		9	1800	0.0050	
T + L		8	1800	0.0044	
T + R + L		13	1800	0.0072	0.0072
WB RIGHT (R)	259	5 *	3273	0.0015	
THRU (T)	0	0	1800	0.0000	
LEFT (L)	109	109	1800	0.0606	0.0606
T + R		5	3273	0.0015	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.32
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



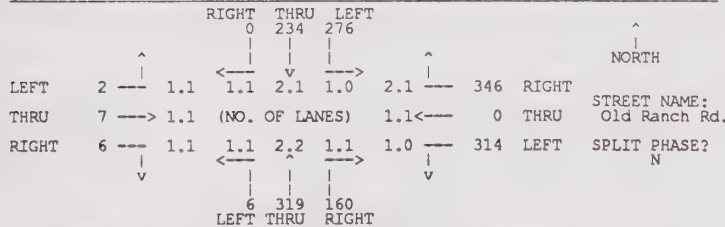
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	91	91	1800	0.0506	
THRU (T)	350	350	3600	0.0972	
LEFT (L)	18	18	1800	0.0100	
T + R		441	3600	0.1225	
T + L		368	3600	0.1022	
T + R + L		459	3600	0.1275	0.1275
SB RIGHT (R)	2	2	1800	0.0011	
THRU (T)	355	355	3600	0.0986	
LEFT (L)	326	326	1800	0.1811	0.1811
T + R		357	3600	0.0992	
EB RIGHT (R)	2	2	1800	0.0011	
THRU (T)	3	3	1800	0.0017	
LEFT (L)	2	2	1800	0.0011	
T + R		5	1800	0.0028	
T + L		5	1800	0.0028	
T + R + L		7	1800	0.0039	0.0039
WB RIGHT (R)	285	0 *	3273	0.0000	
THRU (T)	2	2	1800	0.0011	
LEFT (L)	63	63	1800	0.0350	0.0350
T + R		2	3273	0.0006	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



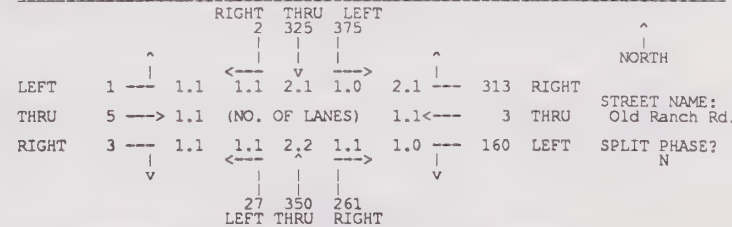
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	160	160	1800	0.0889	
THRU (T)	319	319	3600	0.0886	
LEFT (L)	6	6	1800	0.0033	
T + R		479	3600	0.1331	
T + L		325	3600	0.0903	
T + R + L		485	3600	0.1347	0.1347
SB RIGHT (R)	0	0	1800	0.0000	
THRU (T)	234	234	3600	0.0650	
LEFT (L)	276	276	1800	0.1533	0.1533
T + R		234	3600	0.0650	
EB RIGHT (R)	6	6	1800	0.0033	
THRU (T)	7	7	1800	0.0039	
LEFT (L)	2	2	1800	0.0011	
T + R		13	1800	0.0072	
T + L		9	1800	0.0050	
T + R + L		15	1800	0.0083	0.0083
WB RIGHT (R)	346	70 *	3273	0.0214	
THRU (T)	0	0	1800	0.0000	
LEFT (L)	314	314	1800	0.1744	0.1744
T + R		70	3273	0.0214	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



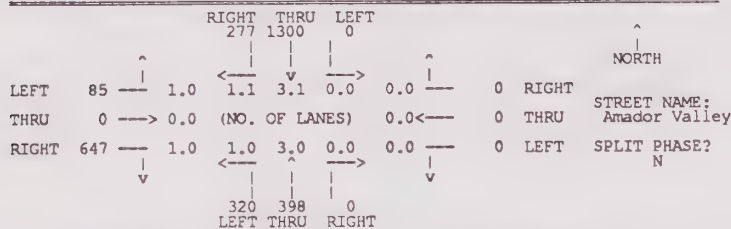
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	261	261	1800	0.1450	
THRU (T)	350	350	3600	0.0972	
LEFT (L)	27	27	1800	0.0150	
T + R		611	3600	0.1697	
T + L		377	3600	0.1047	
T + R + L		638	3600	0.1772	0.1772
SB RIGHT (R)	2	2	1800	0.0011	
THRU (T)	325	325	3600	0.0903	
LEFT (L)	375	375	1800	0.2083	0.2083
T + R		327	3600	0.0908	
EB RIGHT (R)	3	3	1800	0.0017	
THRU (T)	5	5	1800	0.0028	
LEFT (L)	1	1	1800	0.0006	
T + R		8	1800	0.0044	
T + L		6	1800	0.0033	
T + R + L		9	1800	0.0050	0.0050
WB RIGHT (R)	313	0 *	3273	0.0000	
THRU (T)	3	3	1800	0.0017	
LEFT (L)	160	160	1800	0.0889	0.0889
T + R		3	3273	0.0009	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 No Project FILE 29133-10



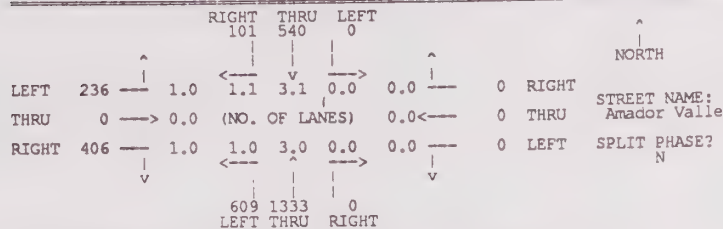
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	398	398	4950	0.0804	
LEFT (L)	320	320	1650	0.1939	0.1939
SB RIGHT (R)	277	277	1650	0.1679	
THRU (T)	1300	1300	4950	0.2626	
T + R		1577	4950	0.3186	0.3186
EB RIGHT (R)	647	327 *	1650	0.1982	0.1982
LEFT (L)	85	85	1650	0.0515	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 No Project FILE 29133-10



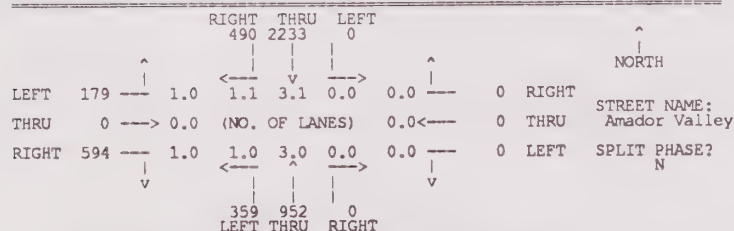
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1333	1333	4950	0.2693	
LEFT (L)	609	609	1650	0.3691	0.3691
SB RIGHT (R)	101	101	1650	0.0612	
THRU (T)	540	540	4950	0.1091	
T + R		641	4950	0.1295	0.1295
EB RIGHT (R)	406	0 *	1650	0.0000	
LEFT (L)	236	236	1650	0.1430	0.1430

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project FILE 29133-10



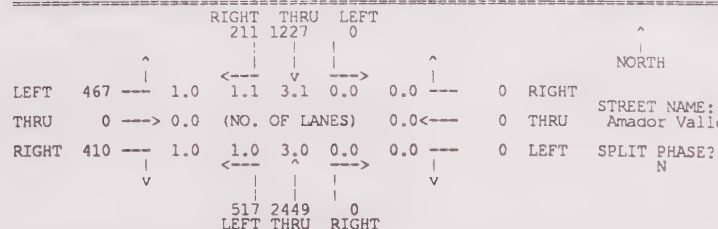
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	952	952	4950	0.1923	
LEFT (L)	359	359	1650	0.2176	0.2176
SB RIGHT (R)	490	490	1650	0.2970	
THRU (T)	2233	2233	4950	0.4511	
T + R		2723	4950	0.5501	0.5501
EB RIGHT (R)	594	235 *	1650	0.1424	0.1424
LEFT (L)	179	179	1650	0.1085	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project FILE 29133-10



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	2449	2449	4950	0.4947	
LEFT (L)	517	517	1650	0.3133	0.3133
SB RIGHT (R)	211	211	1650	0.1279	
THRU (T)	1227	1227	4950	0.2479	
T + R		1438	4950	0.2905	0.2905
EB RIGHT (R)	410	0 *	1650	0.0000	
LEFT (L)	467	467	1650	0.2830	0.2830

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

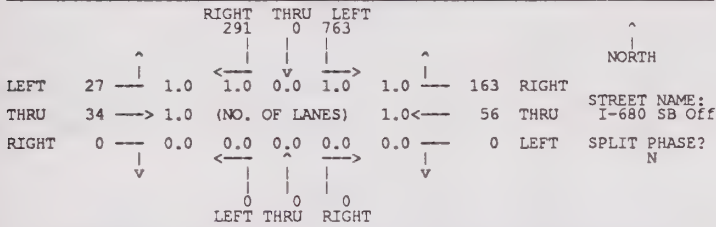
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	291	264 *	1720	0.1535	0.4436
LEFT (L)	763	763	1720	0.4436	
EB THRU (T)	34	34	1720	0.0198	0.0157
LEFT (L)	27	27	1720	0.0157	
WB RIGHT (R)	163	0 *	1720	0.0000	0.0326
THRU (T)	56	56	1720	0.0326	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
 INTERSECTION LEVEL OF SERVICE: A

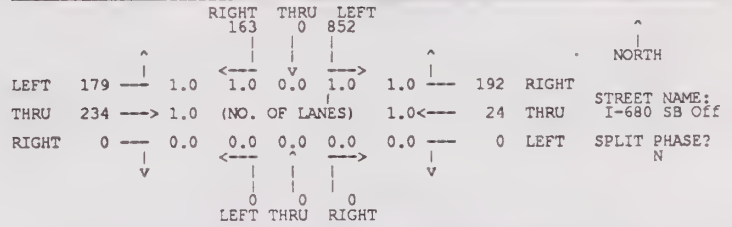
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	163	0 *	1720	0.0000	0.4953
LEFT (L)	852	852	1720	0.4953	
EB THRU (T)	234	234	1720	0.1360	0.1360
LEFT (L)	179	179	1720	0.1041	
WB RIGHT (R)	192	0 *	1720	0.0000	0.0140
THRU (T)	24	24	1720	0.0140	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

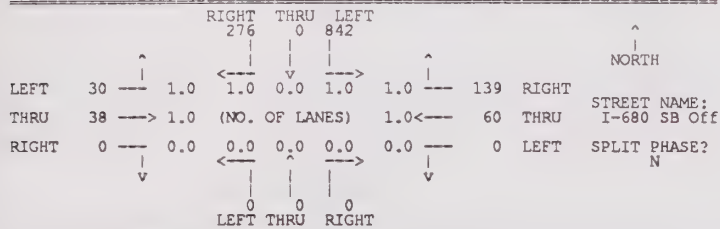
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	276	246 *	1720	0.1430	0.4895
LEFT (L)	842	842	1720	0.4895	
EB THRU (T)	38	38	1720	0.0221	0.0174
LEFT (L)	30	30	1720	0.0174	
WB RIGHT (R)	139	0 *	1720	0.0000	0.0349
THRU (T)	60	60	1720	0.0349	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
 INTERSECTION LEVEL OF SERVICE: A

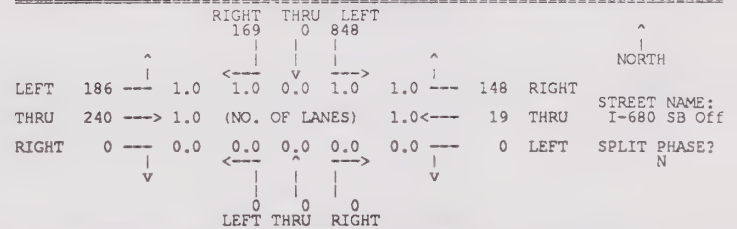
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

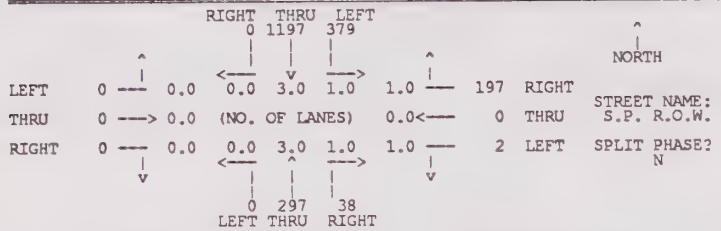
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	169	0 *	1720	0.0000	0.4930
LEFT (L)	848	848	1720	0.4930	
EB THRU (T)	240	240	1720	0.1395	0.1395
LEFT (L)	186	186	1720	0.1081	
WB RIGHT (R)	148	0 *	1720	0.0000	0.0110
THRU (T)	19	19	1720	0.0110	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :

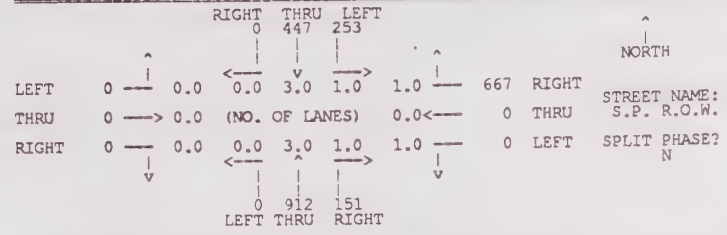


3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	38	36 *	1720	0.0209	0.0576
THRU (T)	297	297	5160	0.0576	
SB THRU (T)	1197	1197	5160	0.2320	0.2203
LEFT (L)	379	379	1720	0.2203	
WB RIGHT (R)	197	0 *	1720	0.0000	0.0012
LEFT (L)	2	2	1720	0.0012	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.28	
INTERSECTION LEVEL OF SERVICE:				A	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :

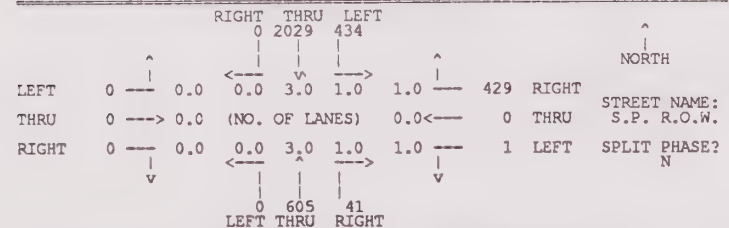


3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	151	151	1720	0.0878	0.1767
THRU (T)	912	912	5160	0.1767	
SB THRU (T)	447	447	5160	0.0866	0.1471
LEFT (L)	253	253	1720	0.1471	
WB RIGHT (R)	667	414 *	1720	0.2407	0.2407
LEFT (L)	0	0	1720	0.0000	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.56	
INTERSECTION LEVEL OF SERVICE:				A	

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :

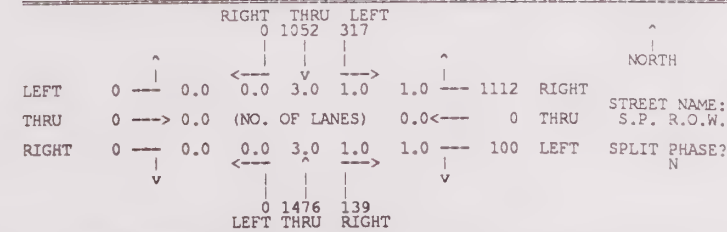


3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	41	40 *	1720	0.0233	0.1172
THRU (T)	605	605	5160	0.1172	
SB THRU (T)	2029	2029	5160	0.3932	0.3932
LEFT (L)	434	434	1720	0.2523	
WB RIGHT (R)	429	0 *	1720	0.0000	0.0006
LEFT (L)	1	1	1720	0.0006	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.39	
INTERSECTION LEVEL OF SERVICE:				A	

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	139	39 *	1720	0.0227	0.2860
THRU (T)	1476	1476	5160	0.2860	
SB THRU (T)	1052	1052	5160	0.2039	0.1843
LEFT (L)	317	317	1720	0.1843	
WB RIGHT (R)	1112	795 *	1720	0.4622	0.4622
LEFT (L)	100	100	1720	0.0581	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.93	
INTERSECTION LEVEL OF SERVICE:				E	

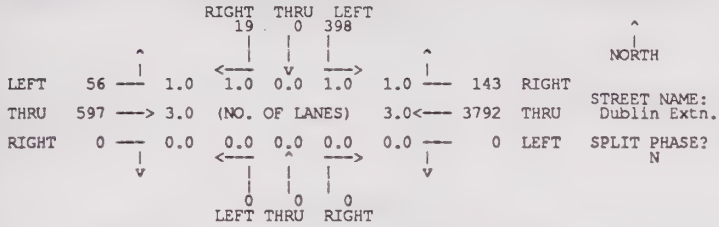
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	19	0 *	1720	0.0000	
LEFT (L)	398	398	1720	0.2314	0.2314
EB THRU (T)	597	597	5160	0.1157	
LEFT (L)	56	56	1720	0.0326	0.0326
WB RIGHT (R)	143	0 *	1720	0.0000	
THRU (T)	3792	3792	5160	0.7349	0.7349

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 1.00
 E

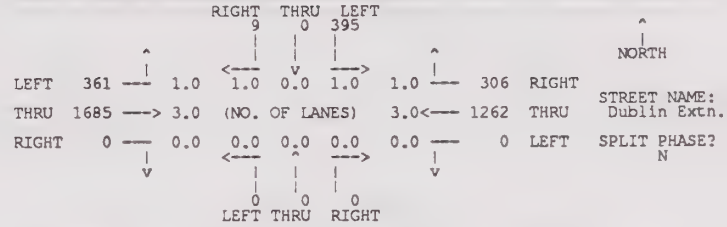
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	9	0 *	1720	0.0000	
LEFT (L)	395	395	1720	0.2297	0.2297
EB THRU (T)	1685	1685	5160	0.3266	
LEFT (L)	361	361	1720	0.2099	0.2099
WB RIGHT (R)	306	0 *	1720	0.0000	
THRU (T)	1262	1262	5160	0.2446	0.2446

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.68
 B

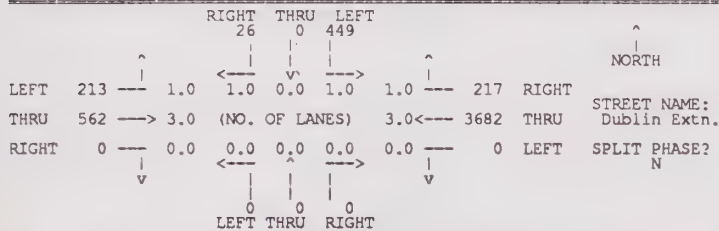
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	26	0 *	1720	0.0000	
LEFT (L)	449	449	1720	0.2610	0.2610
EB THRU (T)	562	562	5160	0.1089	
LEFT (L)	213	213	1720	0.1238	0.1238
WB RIGHT (R)	217	0 *	1720	0.0000	
THRU (T)	3682	3682	5160	0.7136	0.7136

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 1.10
 F

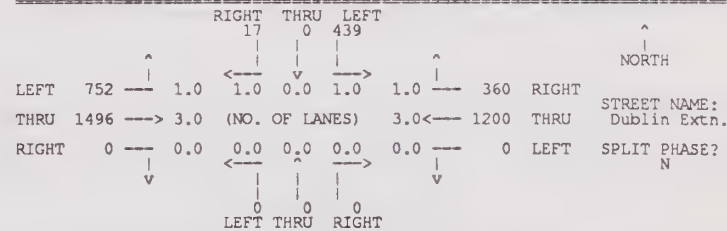
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	17	0 *	1720	0.0000	
LEFT (L)	439	439	1720	0.2552	0.2552
EB THRU (T)	1496	1496	5160	0.2899	
LEFT (L)	752	752	1720	0.4372	0.4372
WB RIGHT (R)	360	0 *	1720	0.0000	
THRU (T)	1200	1200	5160	0.2326	0.2326

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.93
 E

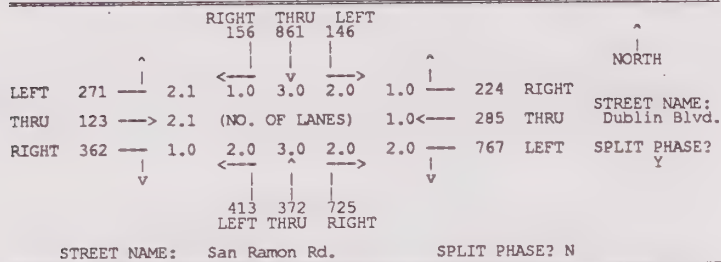
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	725	303 *	3000	0.1010	
THRU (T)	372	372	4950	0.0752	
LEFT (L)	413	413	3000	0.1377	0.1377
SB RIGHT (R)	156	7 *	1650	0.0042	
THRU (T)	861	861	4950	0.1739	0.1739
LEFT (L)	146	146	3000	0.0487	
EB RIGHT (R)	362	135 *	1650	0.0818	
THRU (T)	123	123	3300	0.0373	
LEFT (L)	271	271	3000	0.0903	0.0903
T + L		394	4650	0.0847	
WB RIGHT (R)	224	144 *	1650	0.0873	
THRU (T)	285	285	1650	0.1727	
LEFT (L)	767	767	3000	0.2557	0.2557

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
 INTERSECTION LEVEL OF SERVICE: B

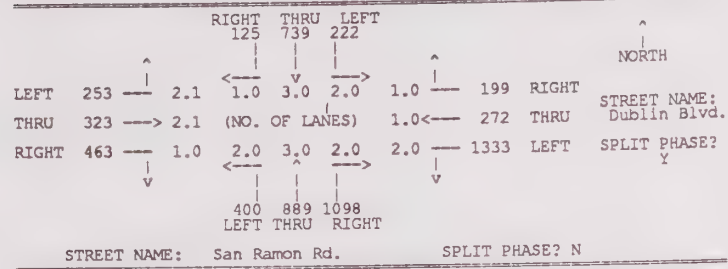
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1098	365 *	3000	0.1217	
THRU (T)	889	889	4950	0.1796	
LEFT (L)	400	400	3000	0.1333	0.1333
SB RIGHT (R)	125	0 *	1650	0.0000	
THRU (T)	739	739	4950	0.1493	0.1493
LEFT (L)	222	222	3000	0.0740	
EB RIGHT (R)	463	243 *	1650	0.1473	0.1473
THRU (T)	323	323	3300	0.0979	
LEFT (L)	253	253	3000	0.0843	
T + L		576	4650	0.1239	
WB RIGHT (R)	199	77 *	1650	0.0467	
THRU (T)	272	272	1650	0.1648	
LEFT (L)	1333	1333	3000	0.4443	0.4443

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

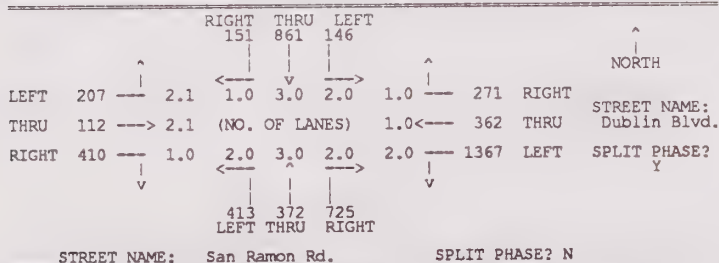
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	725	0 *	3000	0.0000	
THRU (T)	372	372	4950	0.0752	
LEFT (L)	413	413	3000	0.1377	0.1377
SB RIGHT (R)	151	37 *	1650	0.0224	
THRU (T)	861	861	4950	0.1739	0.1739
LEFT (L)	146	146	3000	0.0487	
EB RIGHT (R)	410	183 *	1650	0.1109	0.1109
THRU (T)	112	112	3300	0.0339	
LEFT (L)	207	207	3000	0.0690	
T + L		319	4650	0.0686	
WB RIGHT (R)	271	191 *	1650	0.1158	
THRU (T)	362	362	1650	0.2194	
LEFT (L)	1367	1367	3000	0.4557	0.4557

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

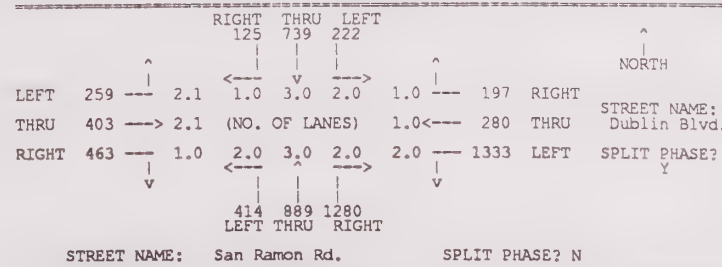
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



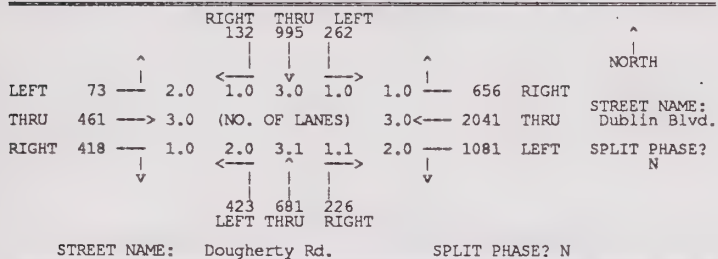
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1280	547 *	3000	0.1823	
THRU (T)	889	889	4950	0.1796	
LEFT (L)	414	414	3000	0.1380	0.1380
SB RIGHT (R)	125	0 *	1650	0.0000	
THRU (T)	739	739	4950	0.1493	0.1493
LEFT (L)	222	222	3000	0.0740	
EB RIGHT (R)	463	235 *	1650	0.1424	0.1424
THRU (T)	403	403	3300	0.1221	
LEFT (L)	259	259	3000	0.0863	
T + L		662	4650	0.1424	
WB RIGHT (R)	197	75 *	1650	0.0455	
THRU (T)	280	280	1650	0.1697	
LEFT (L)	1333	1333	3000	0.4443	0.4443

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :

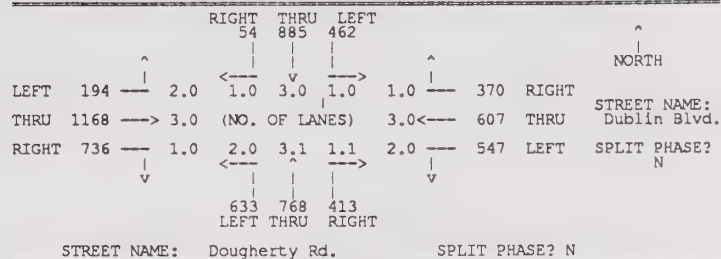


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	226	1650	0.1370	0.1410
THRU (T)	681	681	4950	0.1376	
LEFT (L)	423	423	3000	0.1410	
T + R		907	4950	0.1832	
SB RIGHT (R)	132	92 *	1650	0.0558	0.2010
THRU (T)	995	995	4950	0.2010	
LEFT (L)	262	262	1650	0.1588	
EB RIGHT (R)	418	185 *	1650	0.1121	0.1121
THRU (T)	461	461	4950	0.0931	
LEFT (L)	73	73	3000	0.0243	
WB RIGHT (R)	656	394 *	1650	0.2388	0.3603
THRU (T)	2041	2041	4950	0.4123	
LEFT (L)	1081	1081	3000	0.3603	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.81	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :

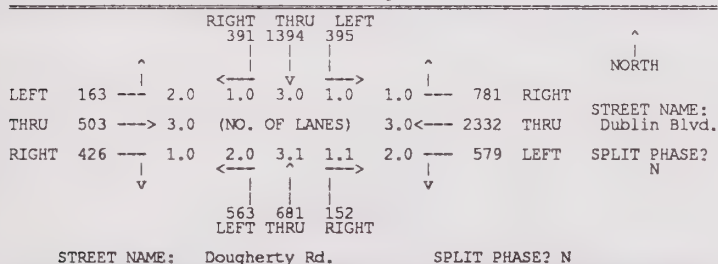


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	413	413	1650	0.2503	0.2503
THRU (T)	768	768	4950	0.1552	
LEFT (L)	633	633	3000	0.2110	
T + R		1181	4950	0.2386	
SB RIGHT (R)	54	0 *	1650	0.0000	0.2800
THRU (T)	885	885	4950	0.1788	
LEFT (L)	462	462	1650	0.2800	
EB RIGHT (R)	736	388 *	1650	0.2352	0.2360
THRU (T)	1168	1168	4950	0.2360	
LEFT (L)	194	194	3000	0.0647	
WB RIGHT (R)	370	0 *	1650	0.0000	0.1823
THRU (T)	607	607	4950	0.1226	
LEFT (L)	547	547	3000	0.1823	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.95	
INTERSECTION LEVEL OF SERVICE:				E	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :

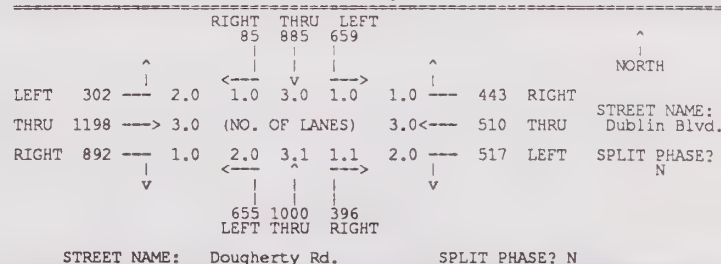


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	152	152	1650	0.0921	0.1877
THRU (T)	681	681	4950	0.1376	
LEFT (L)	563	563	3000	0.1877	
T + R		833	4950	0.1683	
SB RIGHT (R)	391	301 *	1650	0.1824	0.2816
THRU (T)	1394	1394	4950	0.2816	
LEFT (L)	395	395	1650	0.2394	
EB RIGHT (R)	426	116 *	1650	0.0703	0.0543
THRU (T)	503	503	4950	0.1016	
LEFT (L)	163	163	3000	0.0543	
WB RIGHT (R)	781	386 *	1650	0.2339	0.4711
THRU (T)	2332	2332	4950	0.4711	
LEFT (L)	579	579	3000	0.1930	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.99	
INTERSECTION LEVEL OF SERVICE:				E	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	396	396	1650	0.2400	0.2820
THRU (T)	1000	1000	4950	0.2020	
LEFT (L)	655	655	3000	0.2183	
T + R		1396	4950	0.2820	
SB RIGHT (R)	85	0 *	1650	0.0000	0.3994
THRU (T)	885	885	4950	0.1788	
LEFT (L)	659	659	1650	0.3994	
EB RIGHT (R)	892	532 *	1650	0.3224	0.3224
THRU (T)	1198	1198	4950	0.2420	
LEFT (L)	302	302	3000	0.1007	
WB RIGHT (R)	443	0 *	1650	0.0000	0.1723
THRU (T)	510	510	4950	0.1030	
LEFT (L)	517	517	3000	0.1723	
TOTAL VOLUME-TO-CAPACITY RATIO:				1.18	
INTERSECTION LEVEL OF SERVICE:				F	

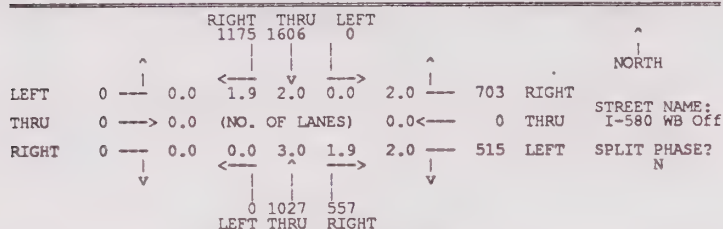
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R) THRU (T)	557 1027	557 1027	1800 5400	0.3094 0.1902	
SB RIGHT (R) THRU (T)	1175 1606	1175 1606	1800 3600	0.6528 0.4461	0.4461
WB RIGHT (R) LEFT (L)	703 515	3 *\$ 515	3273 3273	0.0009 0.1573	0.1573

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

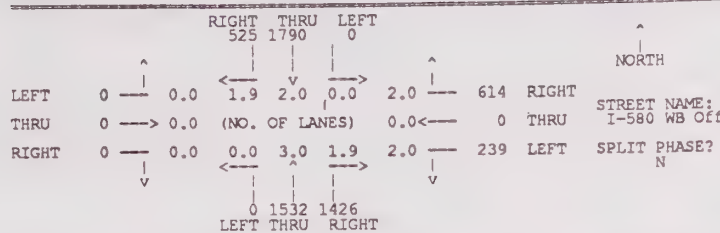
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R) THRU (T)	1426 1532	1426 1532	1800 5400	0.7922 0.2837	
SB RIGHT (R) THRU (T)	525 1790	525 1790	1800 3600	0.2917 0.4972	0.4972
WB RIGHT (R) LEFT (L)	614 239	46 *\$ 239	3273 3273	0.0141 0.0730	0.0730

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

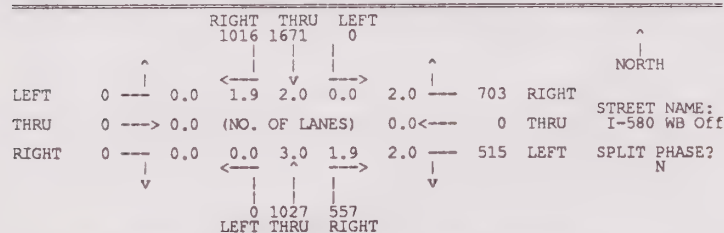
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R) THRU (T)	557 1027	557 1027	1800 5400	0.3094 0.1902	
SB RIGHT (R) THRU (T)	1016 1671	1016 1671	1800 3600	0.5644 0.4642	0.4642
WB RIGHT (R) LEFT (L)	703 515	3 *\$ 515	3273 3273	0.0009 0.1573	0.1573

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

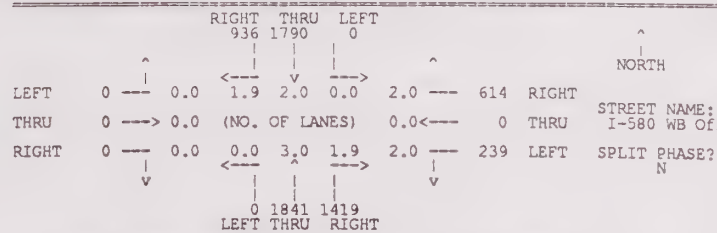
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R) THRU (T)	1419 1841	1419 1841	1800 5400	0.7883 0.3409	
SB RIGHT (R) THRU (T)	936 1790	936 1790	1800 3600	0.5200 0.4972	0.4972
WB RIGHT (R) LEFT (L)	614 239	355 *\$ 239	3273 3273	0.1085 0.0730	0.1085

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

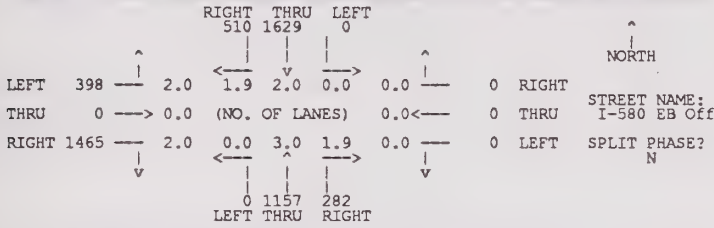
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	282	282	1800	0.1567	
THRU (T)	1157	1157	5400	0.2143	
SB RIGHT (R)	510	510	1800	0.2833	
THRU (T)	1629	1629	3600	0.4525	0.4525
EB RIGHT (R)	1465	994 *\$	3273	0.3037	0.3037
LEFT (L)	398	398	3273	0.1216	

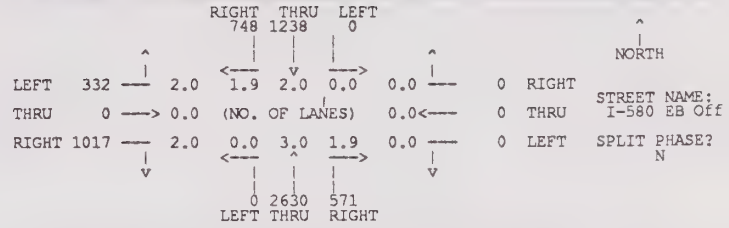
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	2630	2630	5400	0.4870	0.4870
SB RIGHT (R)	748	748	1800	0.4156	
THRU (T)	1238	1238	3600	0.3439	
EB RIGHT (R)	1017	317 *\$	3273	0.0969	
LEFT (L)	332	332	3273	0.1014	0.1014

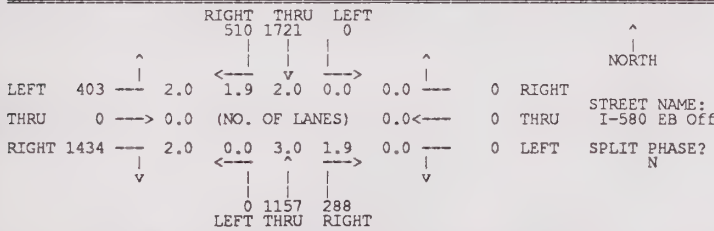
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	288	288	1800	0.1600	
THRU (T)	1157	1157	5400	0.2143	
SB RIGHT (R)	510	510	1800	0.2833	
THRU (T)	1721	1721	3600	0.4781	0.4781
EB RIGHT (R)	1434	1055 *\$	3273	0.3223	0.3223
LEFT (L)	403	403	3273	0.1231	

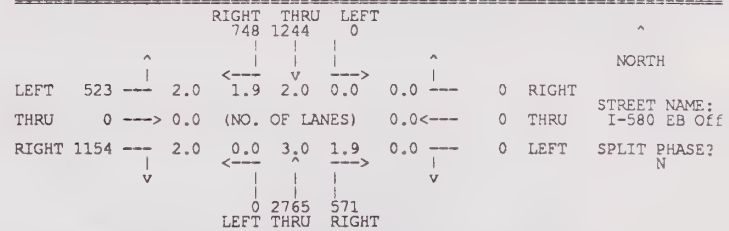
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hopyard Rd. SPLIT PHASE? N

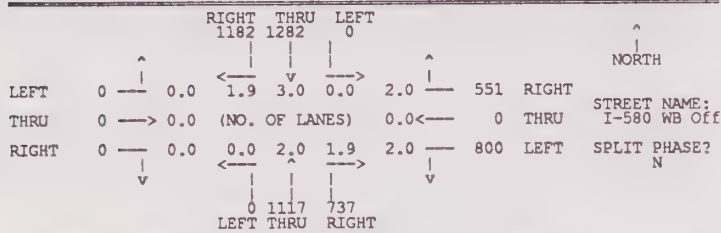
2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	2765	2765	5400	0.5120	0.5120
SB RIGHT (R)	748	748	1800	0.4156	
THRU (T)	1244	1244	3600	0.3456	
EB RIGHT (R)	1154	454 *\$	3273	0.1387	
LEFT (L)	523	523	3273	0.1598	0.1598

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

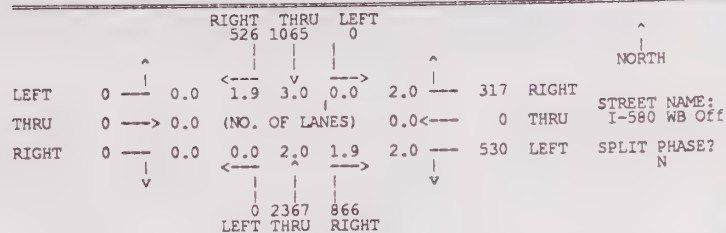
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Tassajara Rd. SPLIT PHASE? N					
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	
THRU (T)	1117	1117	3300	0.3385	0.3385
SB RIGHT (R)	1182	1182	1650	0.7164	
THRU (T)	1282	1282	4950	0.2590	
WB RIGHT (R)	551	268 *\$	3000	0.0893	
LEFT (L)	800	800	3000	0.2667	0.2667
TOTAL VOLUME-TO-CAPACITY RATIO:					0.61
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

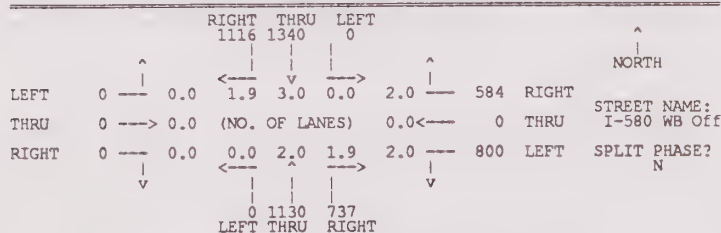
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Tassajara Rd. SPLIT PHASE? N					
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	
THRU (T)	2367	2367	3300	0.7173	0.7173
SB RIGHT (R)	526	526	1650	0.3188	
THRU (T)	1065	1065	4950	0.2152	
WB RIGHT (R)	317	317 \$	3000	0.1057	
LEFT (L)	530	530	3000	0.1767	0.1767
TOTAL VOLUME-TO-CAPACITY RATIO:					0.89
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

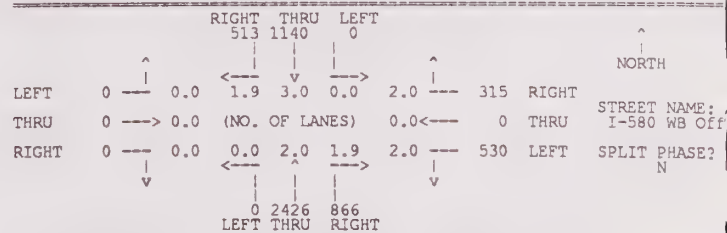
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Tassajara Rd. SPLIT PHASE? N					
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	
THRU (T)	1130	1130	3300	0.3424	0.3424
SB RIGHT (R)	1116	1116	1650	0.6764	
THRU (T)	1340	1340	4950	0.2707	
WB RIGHT (R)	584	314 *\$	3000	0.1047	
LEFT (L)	800	800	3000	0.2667	0.2667
TOTAL VOLUME-TO-CAPACITY RATIO:					0.61
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



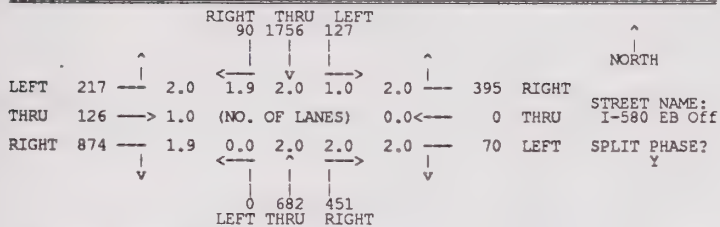
STREET NAME: Tassajara Rd. SPLIT PHASE? N					
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	
THRU (T)	2426	2426	3300	0.7352	0.7352
SB RIGHT (R)	513	513	1650	0.3109	
THRU (T)	1140	1140	4950	0.2303	
WB RIGHT (R)	315	315 \$	3000	0.1050	
LEFT (L)	530	530	3000	0.1767	0.1767
TOTAL VOLUME-TO-CAPACITY RATIO:					0.91
INTERSECTION LEVEL OF SERVICE:					E

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	682	682	3300	0.2067	
SB RIGHT (R)	90	90	1650	0.0545	
THRU (T)	1756	1756	3300	0.5321	0.5321
LEFT (L)	127	127	1650	0.0770	
EB RIGHT (R)	874	874	1650	0.5297	
THRU (T)	126	126	1650	0.0764	0.0764
LEFT (L)	217	217	3000	0.0723	
WB RIGHT (R)	395	268 *	3000	0.0893	0.0893
LEFT (L)	70	70	3000	0.0233	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

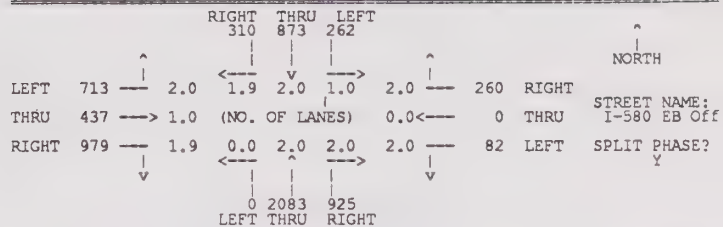
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	925	880 *	3000	0.2933	
THRU (T)	2083	2083	3300	0.6312	0.6312
SB RIGHT (R)	310	310	1650	0.1879	
THRU (T)	873	873	3300	0.2645	
LEFT (L)	262	262	1650	0.1588	0.1588
EB RIGHT (R)	979	979	1650	0.5933	
THRU (T)	437	437	1650	0.2648	0.2648
LEFT (L)	713	713	3000	0.2377	
WB RIGHT (R)	260	0 *	3000	0.0000	
LEFT (L)	82	82	3000	0.0273	0.0273

TOTAL VOLUME-TO-CAPACITY RATIO: 1.08
INTERSECTION LEVEL OF SERVICE: F

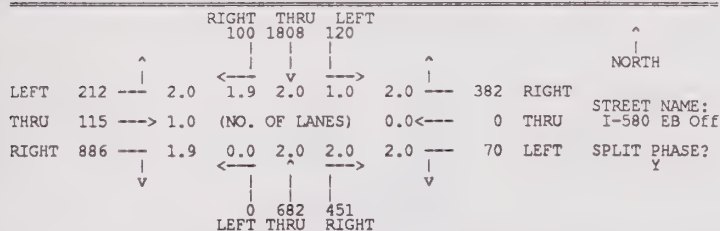
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	682	682	3300	0.2067	
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	1808	1808	3300	0.5479	0.5479
LEFT (L)	120	120	1650	0.0727	
EB RIGHT (R)	886	886	1650	0.5370	
THRU (T)	115	115	1650	0.0697	
LEFT (L)	212	212	3000	0.0707	0.0707
WB RIGHT (R)	382	262 *	3000	0.0873	0.0873
LEFT (L)	70	70	3000	0.0233	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

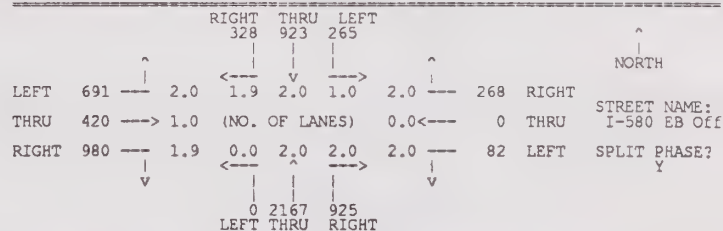
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

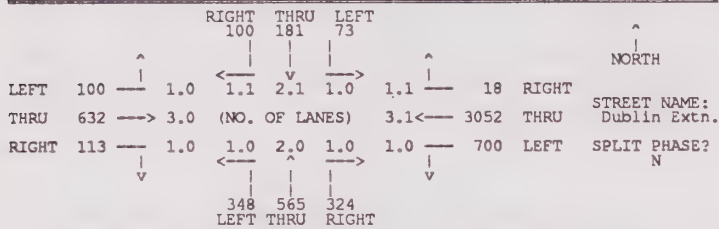
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	925	880 *	3000	0.2933	
THRU (T)	2167	2167	3300	0.6567	0.6567
SB RIGHT (R)	328	328	1650	0.1988	
THRU (T)	923	923	3300	0.2797	
LEFT (L)	265	265	1650	0.1606	0.1606
EB RIGHT (R)	980	980	1650	0.5939	
THRU (T)	420	420	1650	0.2545	0.2545
LEFT (L)	691	691	3000	0.2303	
WB RIGHT (R)	268	3 *	3000	0.0010	
LEFT (L)	82	82	3000	0.0273	0.0273

TOTAL VOLUME-TO-CAPACITY RATIO: 1.10
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 No Project



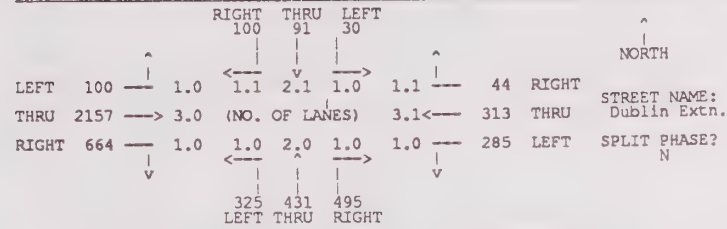
STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	324	0 *	1650	0.0000	
THRU (T)	565	565	3300	0.1712	
LEFT (L)	348	348	1650	0.2109	0.2109
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	181	181	3300	0.0548	
LEFT (L)	73	73	1650	0.0442	
T + R		281	3300	0.0852	0.0852
EB RIGHT (R)	113	0 *	1650	0.0000	
THRU (T)	632	632	4950	0.1277	
LEFT (L)	100	100	1650	0.0606	0.0606
WB RIGHT (R)	18	18	1650	0.0109	
THRU (T)	3052	3052	4950	0.6166	
LEFT (L)	700	700	1650	0.4242	
T + R		3070	4950	0.6202	0.6202

TOTAL VOLUME-TO-CAPACITY RATIO: 0.98
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 No Project



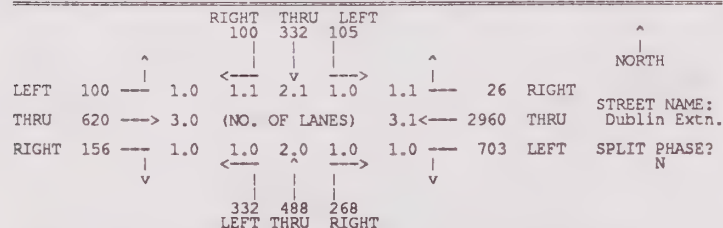
STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	495	210 *	1650	0.1273	
THRU (T)	431	431	3300	0.1306	
LEFT (L)	325	325	1650	0.1970	0.1970
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	91	91	3300	0.0276	
LEFT (L)	30	30	1650	0.0182	
T + R		191	3300	0.0579	
EB RIGHT (R)	664	339 *	1650	0.2055	
THRU (T)	2157	2157	4950	0.4358	0.4358
LEFT (L)	100	100	1650	0.0606	
WB RIGHT (R)	44	44	1650	0.0267	
THRU (T)	313	313	4950	0.0632	
LEFT (L)	285	285	1650	0.1727	0.1727
T + R		357	4950	0.0721	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Year 2010 With Project



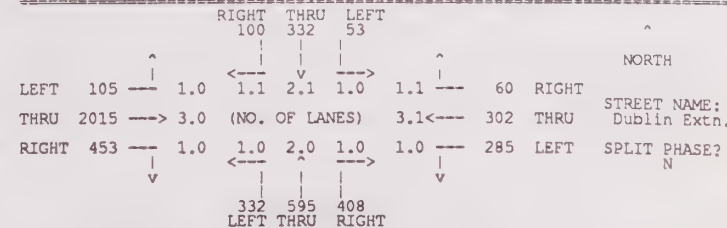
STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	268	0 *	1650	0.0000	
THRU (T)	488	488	3300	0.1479	
LEFT (L)	332	332	1650	0.2012	0.2012
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	332	332	3300	0.1006	
LEFT (L)	105	105	1650	0.0636	
T + R		432	3300	0.1309	0.1309
EB RIGHT (R)	156	0 *	1650	0.0000	
THRU (T)	620	620	4950	0.1253	
LEFT (L)	100	100	1650	0.0606	0.0606
WB RIGHT (R)	26	26	1650	0.0158	
THRU (T)	2960	2960	4950	0.5980	
LEFT (L)	703	703	1650	0.4261	
T + R		2986	4950	0.6032	0.6032

TOTAL VOLUME-TO-CAPACITY RATIO: 1.00
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Year 2010 With Project



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	408	123 *	1650	0.0745	
THRU (T)	595	595	3300	0.1803	
LEFT (L)	332	332	1650	0.2012	0.2012
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	332	332	3300	0.1006	
LEFT (L)	53	53	1650	0.0321	
T + R		432	3300	0.1309	0.1309
EB RIGHT (R)	453	121 *	1650	0.0733	
THRU (T)	2015	2015	4950	0.4071	0.4071
LEFT (L)	105	105	1650	0.0636	
WB RIGHT (R)	60	60	1650	0.0364	
THRU (T)	302	302	4950	0.0610	
LEFT (L)	285	285	1650	0.1727	0.1727
T + R		362	4950	0.0731	

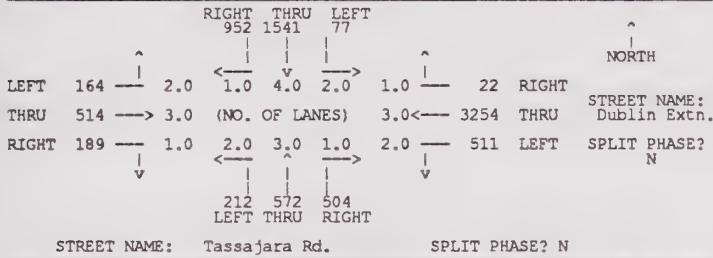
TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	504	223 *	1650	0.1352	
THRU (T)	572	572	4950	0.1156	
LEFT (L)	212	212	3000	0.0707	0.0707
SB RIGHT (R)	952	862 *	1650	0.5224	0.5224
THRU (T)	1541	1541	6600	0.2335	
LEFT (L)	77	77	3000	0.0257	
EB RIGHT (R)	189	72 *	1650	0.0436	
THRU (T)	514	514	4950	0.1038	
LEFT (L)	164	164	3000	0.0547	0.0547
WB RIGHT (R)	22	0 *	1650	0.0000	
THRU (T)	3254	3254	4950	0.6574	0.6574
LEFT (L)	511	511	3000	0.1703	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.31
 INTERSECTION LEVEL OF SERVICE: F

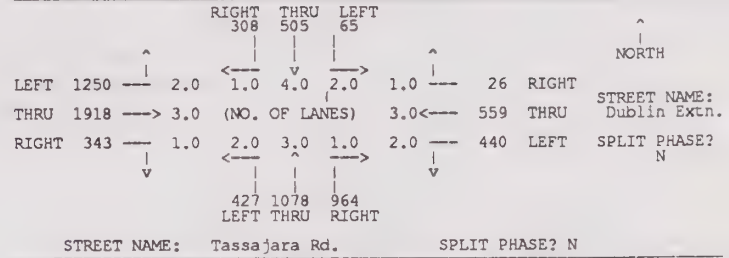
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	964	722 *	1650	0.4376	0.4376
THRU (T)	1078	1078	4950	0.2178	
LEFT (L)	427	427	3000	0.1423	
SB RIGHT (R)	308	0 *	1650	0.0000	
THRU (T)	505	505	6600	0.0765	
LEFT (L)	65	65	3000	0.0217	0.0217
EB RIGHT (R)	343	108 *	1650	0.0655	
THRU (T)	1918	1918	4950	0.3875	0.3875
LEFT (L)	1250	1250	3000	0.4167	
WB RIGHT (R)	26	0 *	1650	0.0000	
THRU (T)	559	559	4950	0.1129	
LEFT (L)	440	440	3000	0.1467	0.1467

TOTAL VOLUME-TO-CAPACITY RATIO: 0.99
 INTERSECTION LEVEL OF SERVICE: E

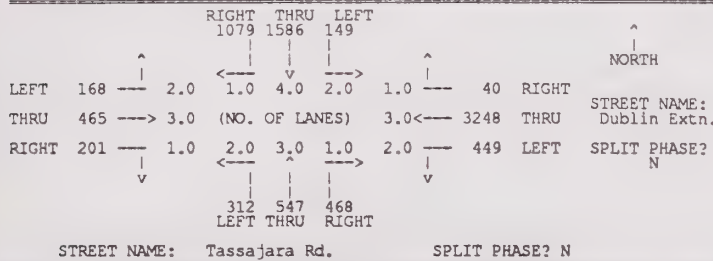
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	468	221 *	1650	0.1339	
THRU (T)	547	547	4950	0.1105	
LEFT (L)	312	312	3000	0.1040	0.1040
SB RIGHT (R)	1079	987 *	1650	0.5982	0.5982
THRU (T)	1586	1586	6600	0.2403	
LEFT (L)	149	149	3000	0.0497	
EB RIGHT (R)	201	29 *	1650	0.0176	
THRU (T)	465	465	4950	0.0939	
LEFT (L)	168	168	3000	0.0560	0.0560
WB RIGHT (R)	40	0 *	1650	0.0000	
THRU (T)	3248	3248	4950	0.6562	0.6562
LEFT (L)	449	449	3000	0.1497	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.41
 INTERSECTION LEVEL OF SERVICE: F

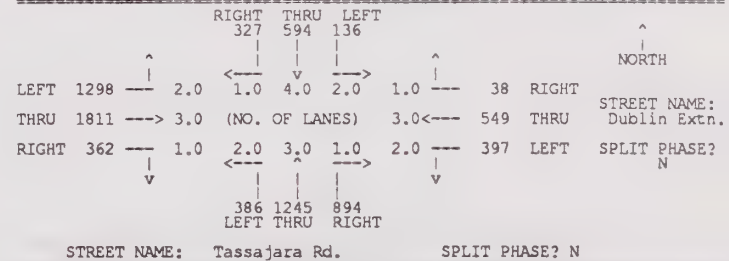
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	894	676 *	1650	0.4097	0.4097
THRU (T)	1245	1245	4950	0.2515	
LEFT (L)	386	386	3000	0.1287	
SB RIGHT (R)	327	0 *	1650	0.0000	
THRU (T)	594	594	6600	0.0900	
LEFT (L)	136	136	3000	0.0453	0.0453
EB RIGHT (R)	362	150 *	1650	0.0909	
THRU (T)	1811	1811	4950	0.3659	
LEFT (L)	1298	1298	3000	0.4327	0.4327
WB RIGHT (R)	38	0 *	1650	0.0000	
THRU (T)	549	549	4950	0.1109	0.1109
LEFT (L)	397	397	3000	0.1323	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.00
 INTERSECTION LEVEL OF SERVICE: E

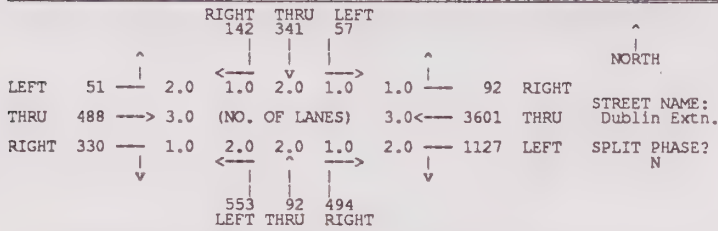
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	494	0 *	1650	0.0000	
THRU (T)	92	92	3300	0.0279	
LEFT (L)	553	553	3000	0.1843	0.1843
SB RIGHT (R)	142	114 *	1650	0.0691	
THRU (T)	341	341	3300	0.1033	0.1033
LEFT (L)	57	57	1650	0.0345	
EB RIGHT (R)	330	26 *	1650	0.0158	
THRU (T)	488	488	4950	0.0986	
LEFT (L)	51	51	3000	0.0170	0.0170
WB RIGHT (R)	92	35 *	1650	0.0212	
THRU (T)	3601	3601	4950	0.7275	0.7275
LEFT (L)	1127	1127	3000	0.3757	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.03
 INTERSECTION LEVEL OF SERVICE: F

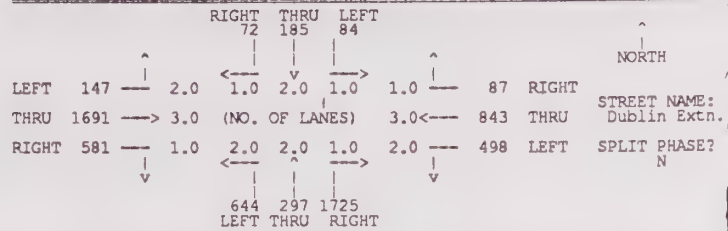
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1725	1451 *	1650	0.8794	0.8794
THRU (T)	297	297	3300	0.0900	
LEFT (L)	644	644	3000	0.2147	
SB RIGHT (R)	72	0 *	1650	0.0000	
THRU (T)	185	185	3300	0.0561	
LEFT (L)	84	84	1650	0.0509	0.0509
EB RIGHT (R)	581	227 *	1650	0.1376	
THRU (T)	1691	1691	4950	0.3416	0.3416
LEFT (L)	147	147	3000	0.0490	
WB RIGHT (R)	87	3 *	1650	0.0018	
THRU (T)	843	843	4950	0.1703	
LEFT (L)	498	498	3000	0.1660	0.1660

TOTAL VOLUME-TO-CAPACITY RATIO: 1.44
 INTERSECTION LEVEL OF SERVICE: F

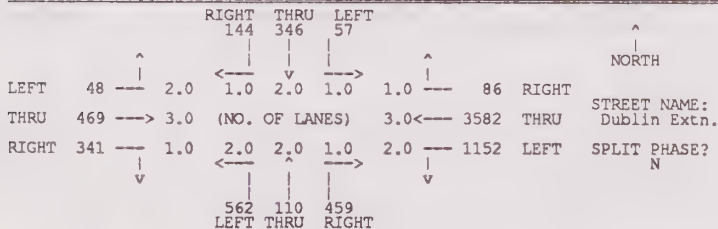
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	459	0 *	1650	0.0000	
THRU (T)	110	110	3300	0.0333	
LEFT (L)	562	562	3000	0.1873	0.1873
SB RIGHT (R)	144	118 *	1650	0.0715	
THRU (T)	346	346	3300	0.1048	0.1048
LEFT (L)	57	57	1650	0.0345	
EB RIGHT (R)	341	32 *	1650	0.0194	
THRU (T)	469	469	4950	0.0947	
LEFT (L)	48	48	3000	0.0160	0.0160
WB RIGHT (R)	86	29 *	1650	0.0176	
THRU (T)	3582	3582	4950	0.7236	0.7236
LEFT (L)	1152	1152	3000	0.3840	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.03
 INTERSECTION LEVEL OF SERVICE: F

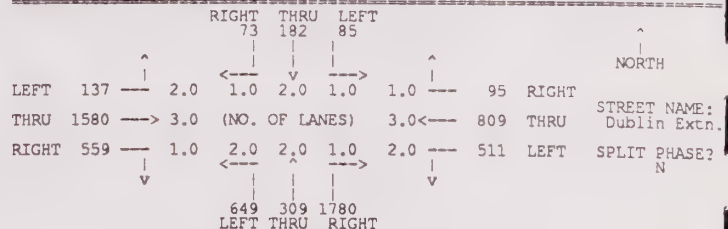
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1780	1499 *	1650	0.9085 **	0.9085
THRU (T)	309	309	3300	0.0936	
LEFT (L)	649	649	3000	0.2163	
SB RIGHT (R)	73	0 *	1650	0.0000	
THRU (T)	182	182	3300	0.0552	
LEFT (L)	85	85	1650	0.0515	0.0515
EB RIGHT (R)	559	202 *	1650	0.1224	
THRU (T)	1580	1580	4950	0.3192	0.3192
LEFT (L)	137	137	3000	0.0457	
WB RIGHT (R)	95	10 *	1650	0.0061	
THRU (T)	809	809	4950	0.1634	
LEFT (L)	511	511	3000	0.1703	0.1703

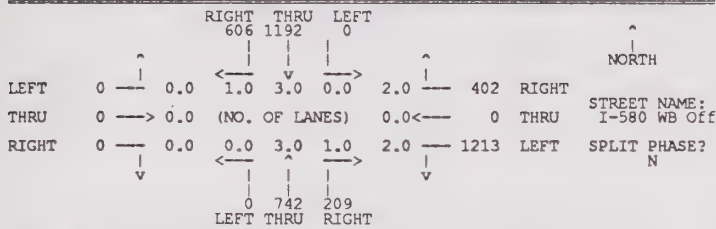
TOTAL VOLUME-TO-CAPACITY RATIO: 1.45
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

** APPROACHING OR EXCEEDING CAPACITY

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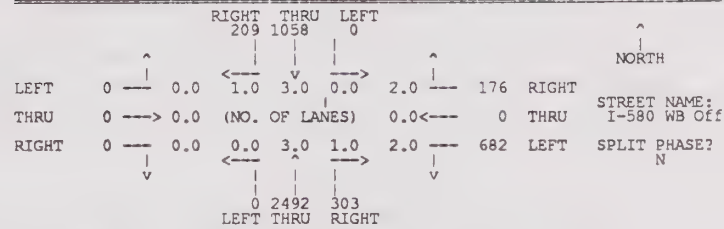
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hacienda Dr. SPLIT PHASE? N					
3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	209	0 *\$	1720	0.0000	
THRU (T)	742	742	5160	0.1438	
SB RIGHT (R)	606	0 *\$	1720	0.0000	
THRU (T)	1192	1192	5160	0.2310	0.2310
WB RIGHT (R)	402	0 *\$	3127	0.0000	
LEFT (L)	1213	1213	3127	0.3879	0.3879
TOTAL VOLUME-TO-CAPACITY RATIO:				0.62	
INTERSECTION LEVEL OF SERVICE:				B	

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

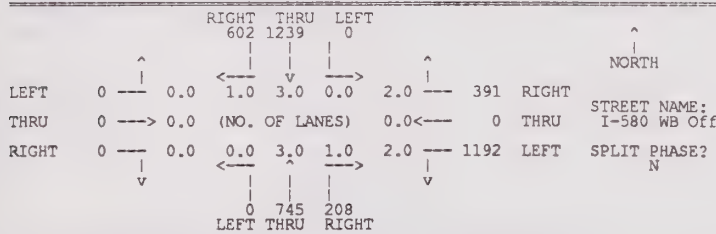
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hacienda Dr. SPLIT PHASE? N					
3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	303	0 *\$	1720	0.0000	
THRU (T)	2492	2492	5160	0.4829	0.4829
SB RIGHT (R)	209	0 *\$	1720	0.0000	
THRU (T)	1058	1058	5160	0.2050	0.2050
WB RIGHT (R)	176	176 \$	3127	0.0563	
LEFT (L)	682	682	3127	0.2181	0.2181
TOTAL VOLUME-TO-CAPACITY RATIO:				0.70	
INTERSECTION LEVEL OF SERVICE:				B	

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

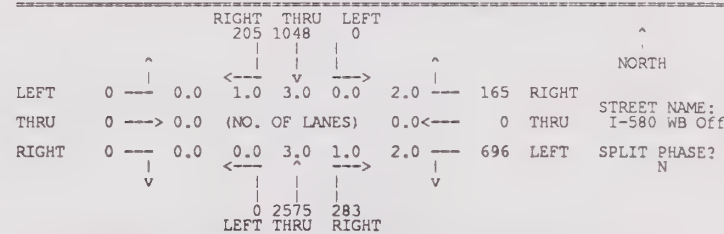
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hacienda Dr. SPLIT PHASE? N					
3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	208	0 *\$	1720	0.0000	
THRU (T)	745	745	5160	0.1444	
SB RIGHT (R)	602	0 *\$	1720	0.0000	
THRU (T)	1239	1239	5160	0.2401	0.2401
WB RIGHT (R)	391	0 *\$	3127	0.0000	
LEFT (L)	1192	1192	3127	0.3812	0.3812
TOTAL VOLUME-TO-CAPACITY RATIO:				0.62	
INTERSECTION LEVEL OF SERVICE:				B	

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION :



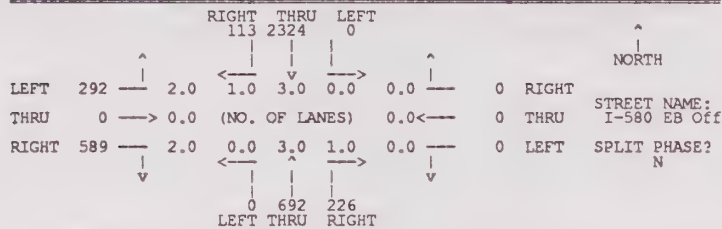
STREET NAME: Hacienda Dr. SPLIT PHASE? N					
3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	283	0 *\$	1720	0.0000	
THRU (T)	2575	2575	5160	0.4990	0.4990
SB RIGHT (R)	205	0 *\$	1720	0.0000	
THRU (T)	1048	1048	5160	0.2031	0.2031
WB RIGHT (R)	165	165 \$	3127	0.0528	
LEFT (L)	696	696	3127	0.2226	0.2226
TOTAL VOLUME-TO-CAPACITY RATIO:				0.72	
INTERSECTION LEVEL OF SERVICE:				C	

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: AM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	0 *\$	1720	0.0000	
THRU (T)	692	692	5160	0.1341	
SB RIGHT (R)	113	0 *\$	1720	0.0000	
THRU (T)	2324	2324	5160	0.4504	0.4504
EB RIGHT (R)	589	589 \$	3127	0.1884	0.1884
LEFT (L)	292	292	3127	0.0934	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

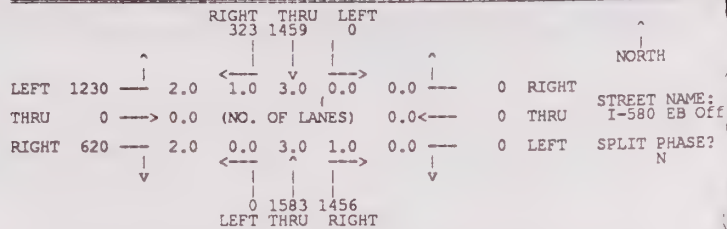
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PM Year 2010 No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1456	756 *\$	1720	0.4395	0.4395
THRU (T)	1583	1583	5160	0.3068	
SB RIGHT (R)	323	0 *\$	1720	0.0000	
THRU (T)	1459	1459	5160	0.2828	
EB RIGHT (R)	620	0 *\$	3127	0.0000	
LEFT (L)	1230	1230	3127	0.3933	0.3933

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

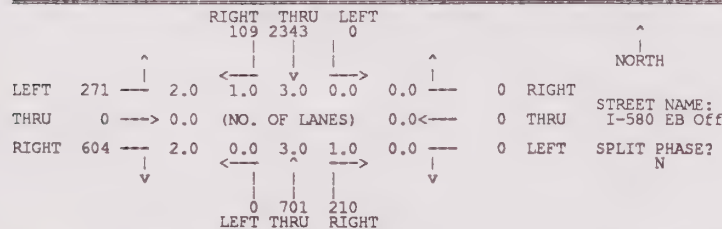
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	210	0 *\$	1720	0.0000	
THRU (T)	701	701	5160	0.1359	
SB RIGHT (R)	109	0 *\$	1720	0.0000	
THRU (T)	2343	2343	5160	0.4541	0.4541
EB RIGHT (R)	604	604 \$	3127	0.1932	0.1932
LEFT (L)	271	271	3127	0.0867	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

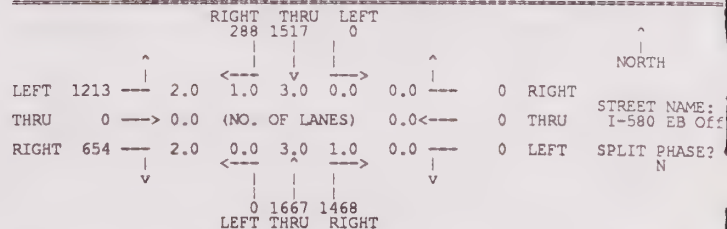
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1468	768 *\$	1720	0.4465	0.4465
THRU (T)	1667	1667	5160	0.3231	
SB RIGHT (R)	288	0 *\$	1720	0.0000	
THRU (T)	1517	1517	5160	0.2940	
EB RIGHT (R)	654	71 *\$	3127	0.0227	
LEFT (L)	1213	1213	3127	0.3879	0.3879

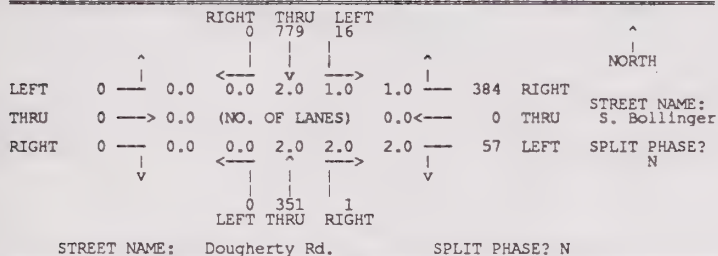
TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10

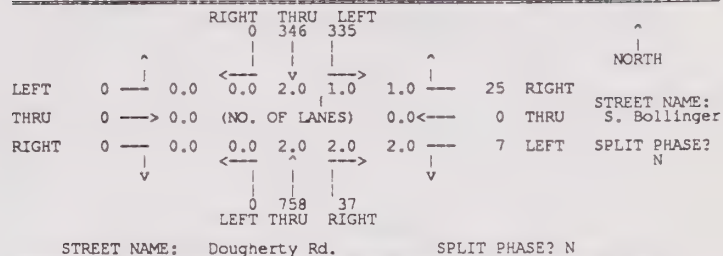


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1	0 *	3000	0.0000	
THRU (T)	351	351	3300	0.1064	
SB THRU (T)	779	779	3300	0.2361	0.2361
LEFT (L)	16	16	1650	0.0097	
WB RIGHT (R)	384	368 *	1650	0.2230	0.2230
LEFT (L)	57	57	3000	0.0190	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.46
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10

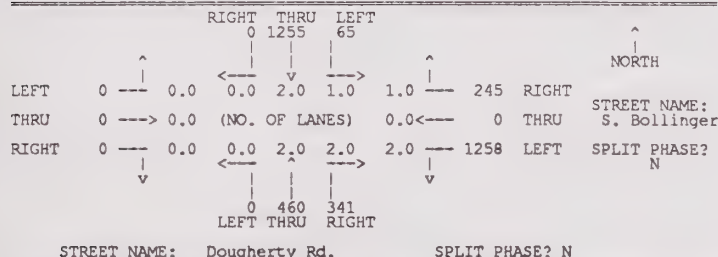


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	37	33 *	3000	0.0110	
THRU (T)	758	758	3300	0.2297	0.2297
SB THRU (T)	346	346	3300	0.1048	
LEFT (L)	335	335	1650	0.2030	0.2030
WB RIGHT (R)	25	0 *	1650	0.0000	
LEFT (L)	7	7	3000	0.0023	0.0023
TOTAL VOLUME-TO-CAPACITY RATIO:					0.44
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10

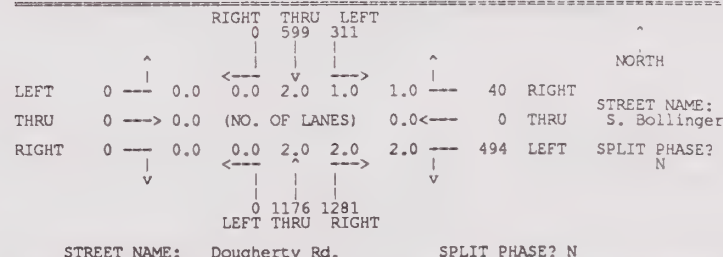


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	341	0 *	3000	0.0000	
THRU (T)	460	460	3300	0.1394	
SB THRU (T)	1255	1255	3300	0.3803	0.3803
LEFT (L)	65	65	1650	0.0394	
WB RIGHT (R)	245	180 *	1650	0.1091	
LEFT (L)	1258	1258	3000	0.4193	0.4193
TOTAL VOLUME-TO-CAPACITY RATIO:					0.80
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10

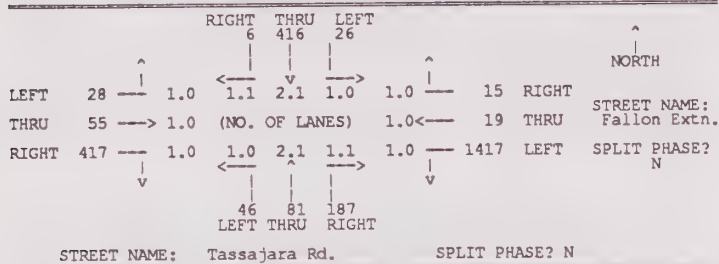


MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1281	1009 *	3000	0.3363	
THRU (T)	1176	1176	3300	0.3564	0.3564
SB THRU (T)	599	599	3300	0.1815	
LEFT (L)	311	311	1650	0.1885	0.1885
WB RIGHT (R)	40	0 *	1650	0.0000	
LEFT (L)	494	494	3000	0.1647	0.1647
TOTAL VOLUME-TO-CAPACITY RATIO:					0.71
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

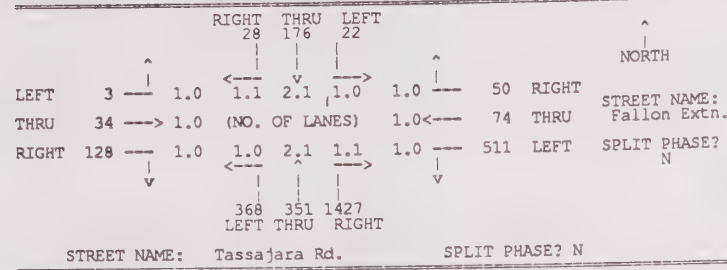
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project PEAK HOUR: FILE 29133-10



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	187	187	1650	0.1133	0.0279
THRU (T)	81	81	3300	0.0245	
LEFT (L)	46	46	1650	0.0279	
T + R		268	3300	0.0812	
SB RIGHT (R)	6	6	1650	0.0036	0.1279
THRU (T)	416	416	3300	0.1261	
LEFT (L)	26	26	1650	0.0158	
T + R		422	3300	0.1279	
EB RIGHT (R)	417	371 *	1650	0.2248	0.2248
THRU (T)	55	55	1650	0.0333	
LEFT (L)	28	28	1650	0.0170	
WB RIGHT (R)	15	0 *	1650	0.0000	0.8588
THRU (T)	19	19	1650	0.0115	
LEFT (L)	1417	1417	1650	0.8588	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.24
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

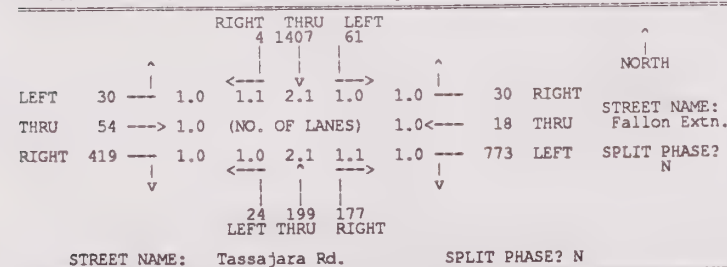
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project PEAK HOUR: FILE 29133-10



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1427	1427	1650	0.8648	0.8648
THRU (T)	351	351	3300	0.1064	
LEFT (L)	368	368	1650	0.2230	
T + R		1778	3300	0.5388	
SB RIGHT (R)	28	28	1650	0.0170	0.0133
THRU (T)	176	176	3300	0.0533	
LEFT (L)	22	22	1650	0.0133	
T + R		204	3300	0.0618	
EB RIGHT (R)	128	0 *	1650	0.0000	0.0206
THRU (T)	34	34	1650	0.0206	
LEFT (L)	3	3	1650	0.0018	
WB RIGHT (R)	50	28 *	1650	0.0170	0.3097
THRU (T)	74	74	1650	0.0448	
LEFT (L)	511	511	1650	0.3097	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.21
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

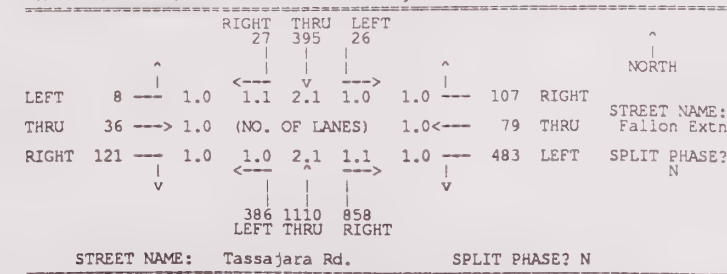
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	177	177	1650	0.1073	0.0145
THRU (T)	199	199	3300	0.0603	
LEFT (L)	24	24	1650	0.0145	
T + R		376	3300	0.1139	
SB RIGHT (R)	4	4	1650	0.0024	0.4276
THRU (T)	1407	1407	3300	0.4264	
LEFT (L)	61	61	1650	0.0370	
T + R		1411	3300	0.4276	
EB RIGHT (R)	419	395 *	1650	0.2394	0.2394
THRU (T)	54	54	1650	0.0327	
LEFT (L)	30	30	1650	0.0182	
WB RIGHT (R)	30	0 *	1650	0.0000	0.4685
THRU (T)	18	18	1650	0.0109	
LEFT (L)	773	773	1650	0.4685	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.15
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/9/92
 INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-10



8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	858	858	1650	0.5200	0.5964
THRU (T)	1110	1110	3300	0.3364	
LEFT (L)	386	386	1650	0.2339	
T + R		1968	3300	0.5964	
SB RIGHT (R)	27	27	1650	0.0164	0.0158
THRU (T)	395	395	3300	0.1197	
LEFT (L)	26	26	1650	0.0158	
T + R		422	3300	0.1279	
EB RIGHT (R)	121	0 *	1650	0.0000	0.0218
THRU (T)	36	36	1650	0.0218	
LEFT (L)	8	8	1650	0.0048	
WB RIGHT (R)	107	81 *	1650	0.0491	0.2927
THRU (T)	79	79	1650	0.0479	
LEFT (L)	483	483	1650	0.2927	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.93
INTERSECTION LEVEL OF SERVICE:					E

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project FILE 29133-10

		RIGHT 91	THRU 334	LEFT 0			
LEFT	4	1.0	1.0	0.0	0.0	0	RIGHT
THRU	0	0.0	(NO. OF LANES)	0.0	0.0	0	THRU
RIGHT	682	1.0	1.0	0.0	0.0	0	LEFT
		1022	98	0			
		LEFT THRU	RIGHT				

STREET NAME: Camino Tass.

SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	98	98	1650	0.0594	
LEFT (L)	1022	1022	1650	0.6194	0.6194
SB RIGHT (R)	91	87 *	1650	0.0527	
THRU (T)	334	334	1650	0.2024	0.2024
EB RIGHT (R)	682	0 *	1650	0.0000	
LEFT (L)	4	4	1650	0.0024	0.0024

TOTAL VOLUME-TO-CAPACITY RATIO:
INTERSECTION LEVEL OF SERVICE:0.82
D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project FILE 29133-10

		RIGHT 15	THRU 120	LEFT 0			
LEFT	66	1.0	1.0	0.0	0.0	0	RIGHT
THRU	0	0.0	(NO. OF LANES)	0.0	0.0	0	THRU
RIGHT	1148	1.0	1.0	0.0	0.0	0	LEFT
		646	330	0			
		LEFT THRU	RIGHT				

STREET NAME: Camino Tass.

SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	330	330	1650	0.2000	
LEFT (L)	646	646	1650	0.3915	0.3915
SB RIGHT (R)	15	0 *	1650	0.0000	
THRU (T)	120	120	1650	0.0727	0.0727
EB RIGHT (R)	1148	502 *	1650	0.3042	0.3042
LEFT (L)	66	66	1650	0.0400	

TOTAL VOLUME-TO-CAPACITY RATIO:
INTERSECTION LEVEL OF SERVICE:0.77
C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2601 Bollinger Cyn and E. Branch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Year 2010 With Project PEAK HOUR: FILE 29133-10
 CONDITION

	RIGHT	THRU	LEFT			
	0	382	93			
	0.0	2.0	1.0	1.0	149	RIGHT
LEFT	0	0.0	0.0	0.0	0	THRU
THRU	0	0.0	0.0	0.0	218	LEFT
RIGHT	0	0.0	2.1	1.1	1.0	218
	0	728	74			
	0	728	74			

NORTH

STREET NAME: E. Branch Rd.

SPLIT PHASE? N

STREET NAME: Bollinger Cyn SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	74	74	1650	0.0448	
THRU (T)	728	728	3300	0.2206	
T + R		802	3300	0.2430	0.2430
SB THRU (T)	382	382	3300	0.1158	
LEFT (L)	93	93	1650	0.0564	0.0564
WB RIGHT (R)	149	56 *	1650	0.0339	
LEFT (L)	218	218	1650	0.1321	0.1321

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2601 Bollinger Cyn and E. Branch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Year 2010 With Project PEAK HOUR: FILE 29133-1
 CONDITION

	RIGHT	THRU	LEFT			
	0	828	180			
	0.0	2.0	1.0	1.0	79	RIGHT
LEFT	0	0.0	0.0	0.0	0	THRU
THRU	0	0.0	0.0	0.0	132	LEFT
RIGHT	0	0.0	2.1	1.1	1.0	132
	0	725	207			
	0	725	207			

NORTH

STREET NAME: E. Branch Rd.

SPLIT PHASE? N

STREET NAME: Bollinger Cyn SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	207	207	1650	0.1255	
THRU (T)	725	725	3300	0.2197	
T + R		932	3300	0.2824	0.2824
SB THRU (T)	828	828	3300	0.2509	
LEFT (L)	180	180	1650	0.1091	0.1091
WB RIGHT (R)	79	0 *	1650	0.0000	
LEFT (L)	132	132	1650	0.0800	0.0800

TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/9/92

INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Year 2010 With Project FILE 29133-10

		RIGHT		THRU		LEFT			
		0		333		276			
		^		v		^		NORTH	
LEFT	0 --- 0.0	<--- 0.0		2.0		1.0 --->		1.0 ---	185 RIGHT
THRU	0 ---> 0.0	(NO. OF LANES)							
RIGHT	0 --- 0.0	0.0		2.0		1.0		2.0 ---	98 LEFT
		<--- 0.0		2.0		1.0			
		0		927		616			
		LEFT		THRU		RIGHT			

STREET NAME: Windemere Pky

SPLIT PHASE? N

STREET NAME: Bollinger Cyn SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	616	562 *	1650	0.3406	0.3406
	THRU (T)	927	927	3300	0.2809	
SB	THRU (T)	333	333	3300	0.1009	0.1673
	LEFT (L)	276	276	1650	0.1673	
WB	RIGHT (R)	185	0 *	1650	0.0000	0.0327
	LEFT (L)	98	98	3000	0.0327	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.54
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 yy

10/9/92

INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COSTA COUNTY
COUNT DATE/TIME: PEAK HOUR:
CONDITION : AM Year 2010 With Project FILE 29133-10

		RIGHT	THRU	LEFT				
		0	0	352				
		↓		↓		NORTH		
LEFT	0	1.0	0.0	1.0	1.0	336	RIGHT	
THRU	333	2.0	(NO. OF LANES)	2.0	777	THRU	STREET NAME:	
RIGHT	0	0.0	0.0	0.0	0	LEFT	Windemere Pky	
		↓		↓		SPLIT PHASE?		
		0		0		N		
		LEFT	THRU	RIGHT				

STREET NAME: E. Branch Rd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R)	0	0	1650	0.0000	0.2133
	LEFT (L)	352	352	1650	0.2133	
EB	THRU (T)	333	333	3300	0.1009	0.0000
	LEFT (L)	0	0	1650	0.0000	
WB	RIGHT (R)	336	0 *	1650	0.0000	0.2355
	THRU (T)	777	777	3300	0.2355	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.45
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COSTA COUNTY
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Year 2010 With Project FILE 29133-10

		RIGHT		THRU		LEFT			
		0		0		400			
		↓		↓		↓		↑	
		NORTH							
LEFT	0	1.0	1.0	0.0	1.0	1.0	357	RIGHT	
THRU	813	2.0	(NO. OF LANES)	2.0	304	THRU	STREET NAME:		
RIGHT	0	0.0	0.0	0.0	0	0.0	0	LEFT	SPLIT PHASE?
		↓		↓		↓		N	
		0		0		0			
		LEFT		THRU		RIGHT			

STREET NAME: E. Branch Rd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R)	0	0	1650	0.0000	0.2424
	LEFT (L)	400	400	1650	0.2424	
EB	THRU (T)	813	813	3300	0.2464	0.2464
	LEFT (L)	0	0	1650	0.0000	
WB	RIGHT (R)	357	0 *	1650	0.0000	0.0921
	THRU (T)	304	304	3300	0.0921	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.49
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

Appendix D-8. Cumulative Level of Service Calculations

Appendix G: Cumulative Level of Service Calculations

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

CONDITION : Buildout No Project

AM

PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.72	C	1.06	F
506	Camino Tass.	Sycamore Vlly	0.88	D	0.86	D
514	Alcosta Blvd.	Crow Canyon	0.81	D	0.88	D
515	Camino Ramon	Crow Canyon	0.95	E	0.81	D
518	San Ramon Vly	Crow Canyon	0.58	A	0.83	D
521	Camino Ramon	Bollinger Cyn	0.84	D	1.02	F
522	Alcosta Blvd.	Bollinger Cyn	0.83	D	0.93	E
551	Dougherty Rd.	Bollinger Cyn	0.42	A	0.49	A
564	Blackhawk Rd.	Camino Tass.	1.21	F	1.08	F
942	I-680 NB Off	Diablo Rd.	0.64	B	0.69	B
943	I-680 SB Off	Diablo Rd.	0.47	A	0.59	A
945	I-680 NB On	Sycamore Vlly	0.69	B	0.85	D
947	I-680 SB Off	Sycamore Vlly	0.36	A	0.45	A
949	I-680 NB Off	Crow Canyon	0.94	E	0.40	A
951	I-680 SB Off	Crow Canyon	0.83	D	0.60	A
953	I-680 NB Off	Bollinger Cyn	1.17	F	0.86	D
955	I-680 SB Off	Bollinger Cyn	0.57	A	0.32	A
957	I-680 NB Off	Alcosta Blvd.	0.52	A	0.46	A
958	I-680 SB On	Alcosta Blvd.	0.58	A	0.50	A
1315	San Ramon Vly	I-680 SB Off	0.39	A	0.46	A
1361	Crow Cyn. Pl.	Crow Canyon	0.60	A	0.70	B
1369	Dougherty Rd.	Crow Canyon	0.60	A	1.03	F
1385	Sunset Dr.	Bollinger Cyn	0.84	D	1.27	F
1416	Highland Rd.	Camino Tass.	0.51	A	0.70	B
2201	Airway Blvd.	Dublin Extn.	0.87	D	1.15	F
2253	Village Pkwy.	I-680 NB Off	1.04	F	1.15	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.31	A	0.34	A
2265	Dougherty Rd.	Old Ranch Rd.	0.48	A	0.41	A
2280	Dougherty Rd.	Amador Valley	0.96	E	0.75	C
2285	Amador Plaza	I-680 SB Off	0.40	A	0.61	B
2290	Dougherty Rd.	S.P. R.O.W.	0.76	C	0.81	D
2291	S.P. R.O.W.	Dublin Extn.	0.96	E	1.01	F
2301	San Ramon Rd.	Dublin Blvd.	0.55	A	0.72	C
2307	Dougherty Rd.	Dublin Blvd.	0.93	E	1.21	F
2308	Dougherty Rd.	I-580 WB Off	0.65	B	0.57	A
2309	Hopyard Rd.	I-580 EB Off	0.95	E	0.68	B
2322	Tassajara Rd.	I-580 WB Off	0.84	D	0.96	E
2323	Santa Rita Rd	I-580 EB Off	0.77	C	1.19	F
2383	Fallon Rd.	Dublin Extn.	1.56	F	1.19	F
2384	Tassajara Rd.	Dublin Extn.	0.98	E	1.08	F
2385	Hacienda Dr.	Dublin Extn.	1.12	F	1.61	F
2386	Hacienda Dr.	I-580 WB Off	0.87	D	0.74	C
2387	Hacienda Dr.	I-580 EB Off	0.82	D	0.90	D
2507	Dougherty Rd.	S. Bollinger	0.23	A	0.34	A
2514	Tassajara Rd.	Fallon Extn.	1.35	F	1.10	F
2522	Camino Tass.	Windemere Pky	0.53	A	0.51	A

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

CONDITION : Buildout With Project

AM

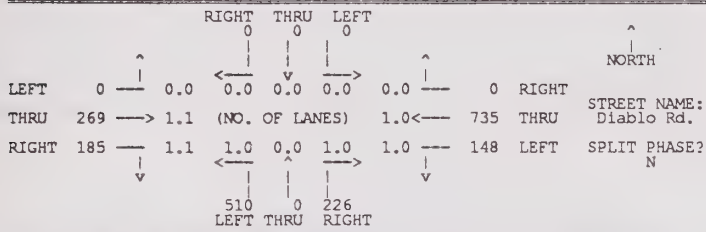
PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.81	D	1.06	F
506	Camino Tass.	Sycamore Vlly	1.04	F	0.92	E
514	Alcosta Blvd.	Crow Canyon	0.86	D	0.93	E
515	Camino Ramon	Crow Canyon	0.93	E	0.90	D
518	San Ramon Vly	Crow Canyon	0.63	B	0.85	D
521	Camino Ramon	Bollinger Cyn	0.95	E	1.15	F
522	Alcosta Blvd.	Bollinger Cyn	1.10	F	1.18	F
551	Dougherty Rd.	Bollinger Cyn	0.78	C	0.78	C
564	Blackhawk Rd.	Camino Tass.	1.40	F	1.21	F
942	I-680 NB Off	Diablo Rd.	0.65	B	0.70	B
943	I-680 SB Off	Diablo Rd.	0.42	A	0.57	A
945	I-680 NB On	Sycamore Vlly	0.73	C	0.94	E
947	I-680 SB Off	Sycamore Vlly	0.35	A	0.46	A
949	I-680 NB Off	Crow Canyon	0.88	D	0.43	A
951	I-680 SB Off	Crow Canyon	0.80	C	0.61	B
953	I-680 NB Off	Bollinger Cyn	1.09	F	0.83	D
955	I-680 SB Off	Bollinger Cyn	0.57	A	0.40	A
957	I-680 NB Off	Alcosta Blvd.	0.54	A	0.45	A
958	I-680 SB On	Alcosta Blvd.	0.62	B	0.51	A
1315	San Ramon Vly	I-680 SB Off	0.38	A	0.44	A
1361	Crow Cyn. Pl.	Crow Canyon	0.60	A	0.68	B
1369	Dougherty Rd.	Crow Canyon	0.71	C	1.15	F
1385	Sunset Dr.	Bollinger Cyn	0.86	D	1.26	F
1416	Highland Rd.	Camino Tass.	0.53	A	0.73	C
2201	Airway Blvd.	Dublin Extn.	0.89	D	1.15	F
2253	Village Pkwy.	I-680 NB Off	1.13	F	1.30	F
2264	Alcosta Blvd.	Old Ranch Rd.	0.48	A	0.53	A
2265	Dougherty Rd.	Old Ranch Rd.	0.92	E	0.77	C
2280	Dougherty Rd.	Amador Valley	1.19	F	0.98	E
2285	Amador Plaza	I-680 SB Off	0.44	A	0.58	A
2290	Dougherty Rd.	S.P. R.O.W.	0.95	E	1.19	F
2291	S.P. R.O.W.	Dublin Extn.	1.18	F	1.19	F
2301	San Ramon Rd.	Dublin Blvd.	0.53	A	0.73	C
2307	Dougherty Rd.	Dublin Blvd.	1.03	F	1.27	F
2308	Dougherty Rd.	I-580 WB Off	0.69	B	0.59	A
2309	Hopyard Rd.	I-580 EB Off	1.03	F	0.73	C
2322	Tassajara Rd.	I-580 WB Off	0.84	D	0.96	E
2323	Santa Rita Rd	I-580 EB Off	0.78	C	1.18	F
2383	Fallon Rd.	Dublin Extn.	1.47	F	1.21	F
2384	Tassajara Rd.	Dublin Extn.	0.95	E	1.11	F
2385	Hacienda Dr.	Dublin Extn.	1.16	F	1.55	F
2386	Hacienda Dr.	I-580 WB Off	0.86	D	0.75	C
2387	Hacienda Dr.	I-580 EB Off	0.81	D	0.87	D
2507	Dougherty Rd.	S. Bollinger	0.75	C	0.86	D
2514	Tassajara Rd.	Fallon Extn.	1.33	F	1.12	F
2522	Camino Tass.	Windemere Pky	0.81	D	0.71	C
2601	Bollinger Cyn	E. Branch Rd.	0.49	A	0.50	A
2602	Bollinger Cyn	Windemere Pky	0.55	A	0.63	B
2604	E. Branch Rd.	Windemere Pky	0.71	C	0.56	A

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	78 *	1720	0.0453	0.2965
LEFT (L)	510	510	1720	0.2965	
EB RIGHT (R)	185	185	1720	0.1076	0.2640
THRU (T)	269	269	1720	0.1564	
T + R		454	1720	0.2640	
WB THRU (T)	735	735	1720	0.4273	0.4273
LEFT (L)	148	148	1720	0.0860	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.72	
INTERSECTION LEVEL OF SERVICE:				C	

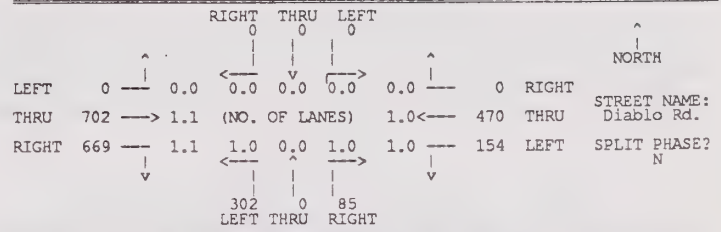
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	0.1756
LEFT (L)	302	302	1720	0.1756	
EB RIGHT (R)	669	669	1720	0.3890	0.7971
THRU (T)	702	702	1720	0.4081	
T + R		1371	1720	0.7971	
WB THRU (T)	470	470	1720	0.2733	0.0895
LEFT (L)	154	154	1720	0.0895	
TOTAL VOLUME-TO-CAPACITY RATIO:				1.06	
INTERSECTION LEVEL OF SERVICE:				F	

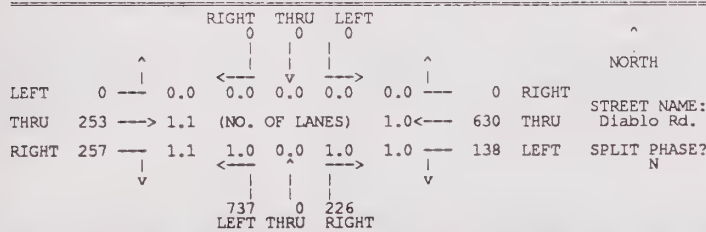
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	88 *	1720	0.0512	0.4285
LEFT (L)	737	737	1720	0.4285	
EB RIGHT (R)	257	257	1720	0.1494	0.2965
THRU (T)	253	253	1720	0.1471	
T + R		510	1720	0.2965	
WB THRU (T)	630	630	1720	0.3663	0.0802
LEFT (L)	138	138	1720	0.0802	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.81	
INTERSECTION LEVEL OF SERVICE:				D	

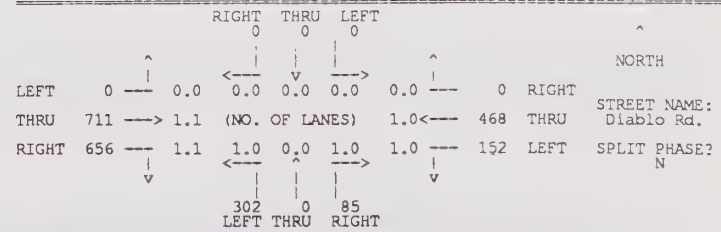
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	0.1756
LEFT (L)	302	302	1720	0.1756	
EB RIGHT (R)	656	656	1720	0.3814	0.7948
THRU (T)	711	711	1720	0.4134	
T + R		1367	1720	0.7948	
WB THRU (T)	468	468	1720	0.2721	0.0884
LEFT (L)	152	152	1720	0.0884	
TOTAL VOLUME-TO-CAPACITY RATIO:				1.06	
INTERSECTION LEVEL OF SERVICE:				F	

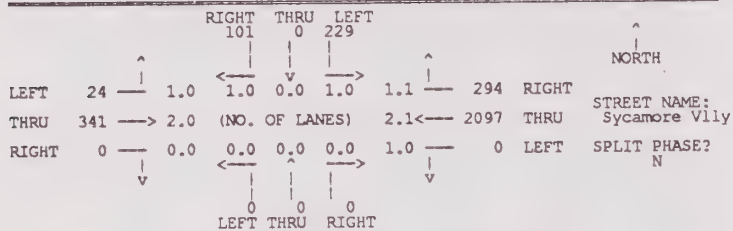
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	101	77 *	1650	0.0467	0.1388
LEFT (L)	229	229	1650	0.1388	
EB THRU (T)	341	341	3300	0.1033	0.0145
LEFT (L)	24	24	1650	0.0145	
WB RIGHT (R)	294	294	1650	0.1782	0.7245
THRU (T)	2097	2097	3300	0.6355	
LEFT (L)	0	0	1650	0.0000	
T + R	0	2391	3300	0.7245	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

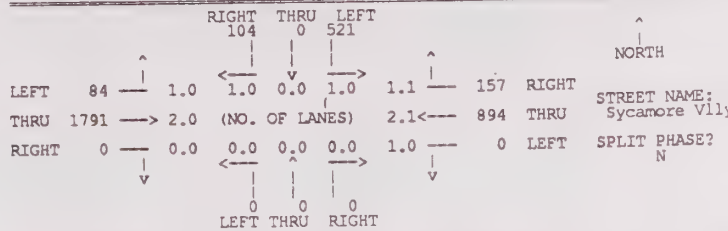
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	104	20 *	1650	0.0121	0.3158
LEFT (L)	521	521	1650	0.3158	
EB THRU (T)	1791	1791	3300	0.5427	0.5427
LEFT (L)	84	84	1650	0.0509	
WB RIGHT (R)	157	157	1650	0.0952	0.0000
THRU (T)	894	894	3300	0.2709	
LEFT (L)	0	0	1650	0.0000	
T + R	0	1051	3300	0.3185	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

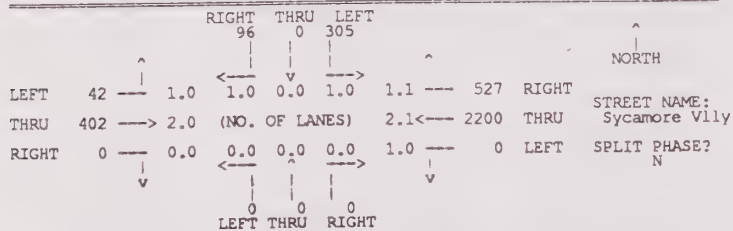
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	96	54 *	1650	0.0327	0.1848
LEFT (L)	305	305	1650	0.1848	
EB THRU (T)	402	402	3300	0.1218	0.0255
LEFT (L)	42	42	1650	0.0255	
WB RIGHT (R)	527	527	1650	0.3194	0.8264
THRU (T)	2200	2200	3300	0.6667	
LEFT (L)	0	0	1650	0.0000	
T + R	0	2727	3300	0.8264	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.04
 INTERSECTION LEVEL OF SERVICE: F

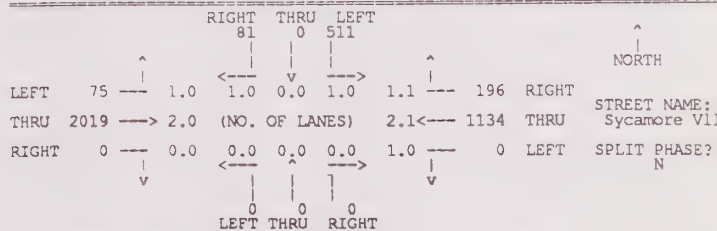
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	81	6 *	1650	0.0036	0.3097
LEFT (L)	511	511	1650	0.3097	
EB THRU (T)	2019	2019	3300	0.6118	0.6118
LEFT (L)	75	75	1650	0.0455	
WB RIGHT (R)	196	196	1650	0.1188	0.0000
THRU (T)	1134	1134	3300	0.3436	
LEFT (L)	0	0	1650	0.0000	
T + R	0	1330	3300	0.4030	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
 INTERSECTION LEVEL OF SERVICE: E

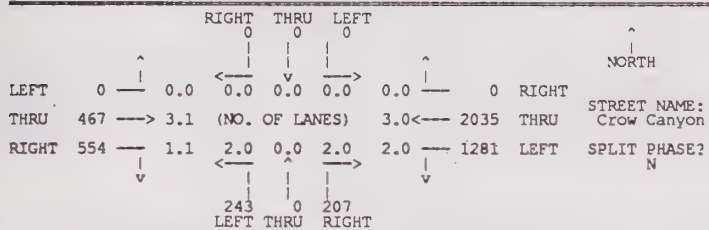
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	207	0 *	3127	0.0000	
LEFT (L)	243	243	3127	0.0777	0.0777
EB RIGHT (R)	554	554	1720	0.3221	0.3221
THRU (T)	467	467	5160	0.0905	
T + R		1021	5160	0.1979	
WB THRU (T)	2035	2035	5160	0.3944	
LEFT (L)	1281	1281	3127	0.4097	0.4097

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

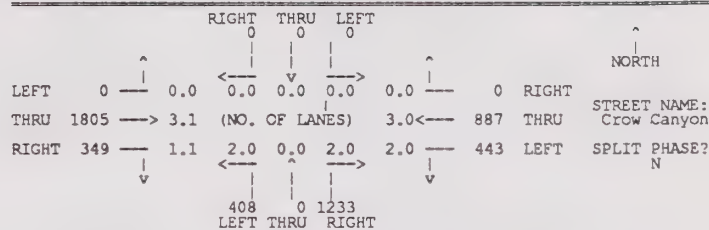
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1233	989 *	3127	0.3163	0.3163
LEFT (L)	408	408	3127	0.1305	
EB RIGHT (R)	349	349	1720	0.2029	
THRU (T)	1805	1805	5160	0.3498	
T + R		2154	5160	0.4174	0.4174
WB THRU (T)	887	887	5160	0.1719	
LEFT (L)	443	443	3127	0.1417	0.1417

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

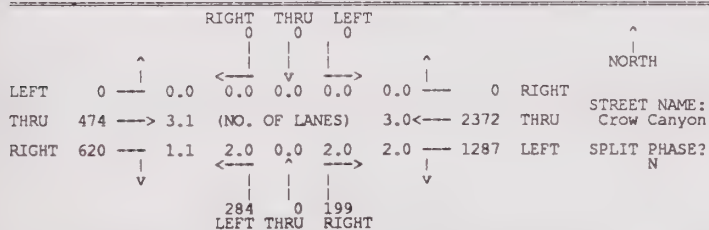
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	199	0 *	3127	0.0000	
LEFT (L)	284	284	3127	0.0908	0.0908
EB RIGHT (R)	620	620	1720	0.3605	0.3605
THRU (T)	474	474	5160	0.0919	
T + R		1094	5160	0.2120	
WB THRU (T)	2372	2372	5160	0.4597	
LEFT (L)	1287	1287	3127	0.4116	0.4116

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

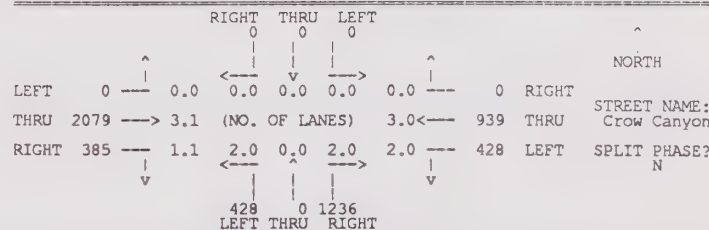
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1236	1001 *	3127	0.3201	0.3201
LEFT (L)	428	428	3127	0.1369	
EB RIGHT (R)	385	385	1720	0.2238	
THRU (T)	2079	2079	5160	0.4029	
T + R		2464	5160	0.4775	0.4775
WB THRU (T)	939	939	5160	0.1820	
LEFT (L)	428	428	3127	0.1369	0.1369

TOTAL VOLUME-TO-CAPACITY RATIO: 0.93
 INTERSECTION LEVEL OF SERVICE: E

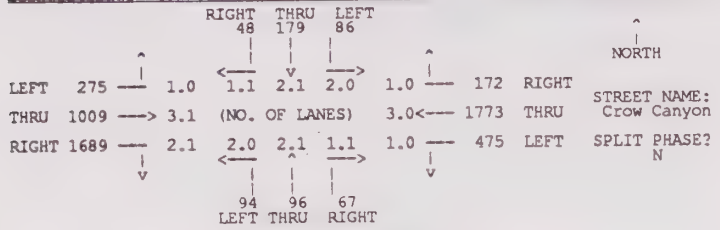
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	67	67	1650	0.0406	
THRU (T)	96	96	3300	0.0291	
LEFT (L)	94	94	3000	0.0313	
T + R		163	3300	0.0494	0.0494
SB RIGHT (R)	48	48	1650	0.0291	
THRU (T)	179	179	3300	0.0542	
LEFT (L)	86	86	3000	0.0287	
T + R		227	3300	0.0688	0.0688
EB RIGHT (R)	1689	1637 *	3000	0.5457	0.5457
THRU (T)	1009	1009	4950	0.2038	
LEFT (L)	275	275	1650	0.1667	
T + R		2646	6300	0.4200	
WB RIGHT (R)	172	125 *	1650	0.0758	
THRU (T)	1773	1773	4950	0.3582	
LEFT (L)	475	475	1650	0.2879	0.2879

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.95
E

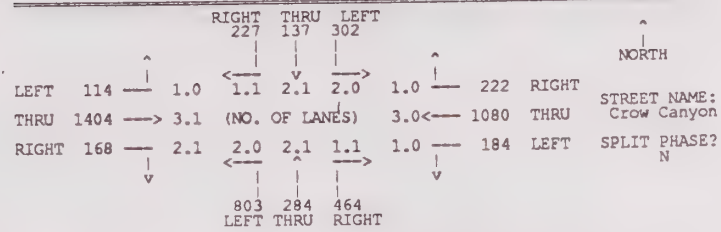
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	464	464	1650	0.2812	0.2812
THRU (T)	284	284	3300	0.0861	
LEFT (L)	803	803	3000	0.2677	
T + R		748	3300	0.2267	
SB RIGHT (R)	227	227	1650	0.1376	0.1376
THRU (T)	137	137	3300	0.0415	
LEFT (L)	302	302	3000	0.1007	
T + R		364	3300	0.1103	
EB RIGHT (R)	168	0 *	3000	0.0000	
THRU (T)	1404	1404	4950	0.2836	0.2836
LEFT (L)	114	114	1650	0.0691	
T + R		1404	6300	0.2229	
WB RIGHT (R)	222	56 *	1650	0.0339	
THRU (T)	1080	1080	4950	0.2182	
LEFT (L)	184	184	1650	0.1115	0.1115

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.91
D

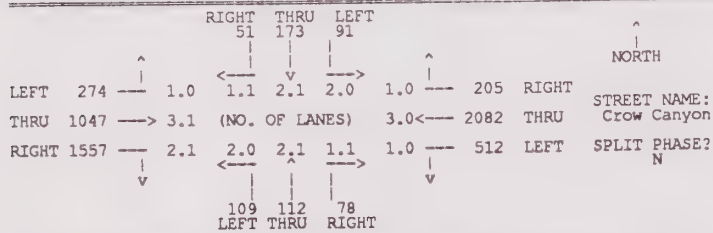
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	78	78	1650	0.0473	
THRU (T)	112	112	3300	0.0339	
LEFT (L)	109	109	3000	0.0363	
T + R		190	3300	0.0576	0.0576
SB RIGHT (R)	51	51	1650	0.0309	
THRU (T)	173	173	3300	0.0524	
LEFT (L)	91	91	3000	0.0303	
T + R		224	3300	0.0679	0.0679
EB RIGHT (R)	1557	1497 *	3000	0.4990	0.4990
THRU (T)	1047	1047	4950	0.2115	
LEFT (L)	274	274	1650	0.1661	
T + R		2544	6300	0.4038	
WB RIGHT (R)	205	155 *	1650	0.0939	
THRU (T)	2082	2082	4950	0.4206	
LEFT (L)	512	512	1650	0.3103	0.3103

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.93
E

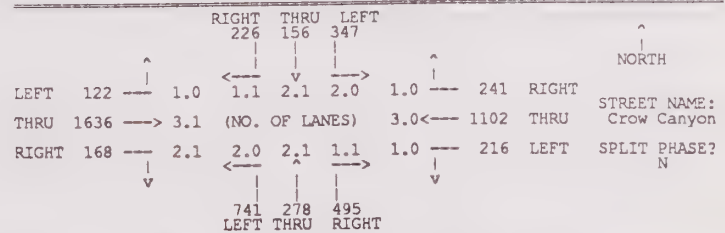
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	495	495	1650	0.3000	0.3000
THRU (T)	278	278	3300	0.0842	
LEFT (L)	741	741	3000	0.2470	
T + R		773	3300	0.2342	
SB RIGHT (R)	226	226	1650	0.1370	0.1370
THRU (T)	156	156	3300	0.0473	
LEFT (L)	347	347	3000	0.1157	
T + R		382	3300	0.1158	
EB RIGHT (R)	168	0 *	3000	0.0000	
THRU (T)	1636	1636	4950	0.3305	0.3305
LEFT (L)	122	122	1650	0.0739	
T + R		1636	6300	0.2597	
WB RIGHT (R)	241	50 *	1650	0.0303	
THRU (T)	1102	1102	4950	0.2226	
LEFT (L)	216	216	1650	0.1309	0.1309

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.90
D

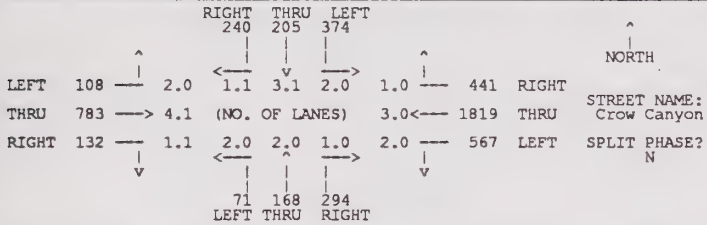
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	294	0 *	1650	0.0000	0.0509
THRU (T)	168	168	3300	0.0509	
LEFT (L)	71	71	3000	0.0237	
SB RIGHT (R)	240	240	1650	0.1455	0.1247
THRU (T)	205	205	4950	0.0414	
LEFT (L)	374	374	3000	0.1247	
T + R		445	4950	0.0899	
EB RIGHT (R)	132	132	1650	0.0800	0.0360
THRU (T)	783	783	6600	0.1186	
LEFT (L)	108	108	3000	0.0360	
T + R		915	6600	0.1386	
WB RIGHT (R)	441	235 *	1650	0.1424	0.3675
THRU (T)	1819	1819	4950	0.3675	
LEFT (L)	567	567	3000	0.1890	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

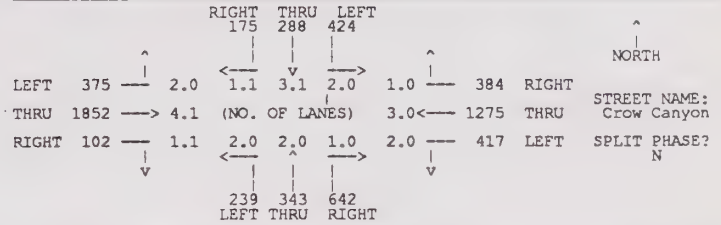
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	642	413 *	1650	0.2503	0.2503
THRU (T)	343	343	3300	0.1039	
LEFT (L)	239	239	3000	0.0797	
SB RIGHT (R)	175	175	1650	0.1061	0.1413
THRU (T)	288	288	4950	0.0582	
LEFT (L)	424	424	3000	0.1413	
T + R		463	4950	0.0935	
EB RIGHT (R)	102	102	1650	0.0618	0.2961
THRU (T)	1852	1852	6600	0.2806	
LEFT (L)	375	375	3000	0.1250	
T + R		1954	6600	0.2961	
WB RIGHT (R)	384	151 *	1650	0.0915	0.1390
THRU (T)	1275	1275	4950	0.2576	
LEFT (L)	417	417	3000	0.1390	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
 INTERSECTION LEVEL OF SERVICE: D

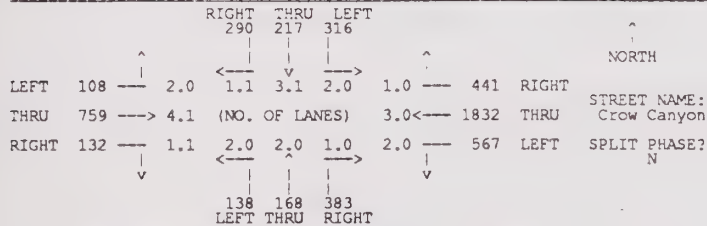
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	383	71 *	1650	0.0430	0.0460
THRU (T)	168	168	3300	0.0509	
LEFT (L)	138	138	3000	0.0460	
SB RIGHT (R)	290	290	1650	0.1758	0.1758
THRU (T)	217	217	4950	0.0438	
LEFT (L)	316	316	3000	0.1053	
T + R		507	4950	0.1024	
EB RIGHT (R)	132	132	1650	0.0800	0.0360
THRU (T)	759	759	6600	0.1150	
LEFT (L)	108	108	3000	0.0360	
T + R		891	6600	0.1350	
WB RIGHT (R)	441	267 *	1650	0.1618	0.3701
THRU (T)	1832	1832	4950	0.3701	
LEFT (L)	567	567	3000	0.1890	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

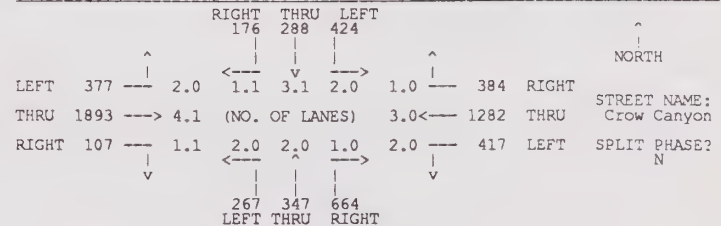
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 518 San Ramon Vly and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

6 PHASE SIGNAL

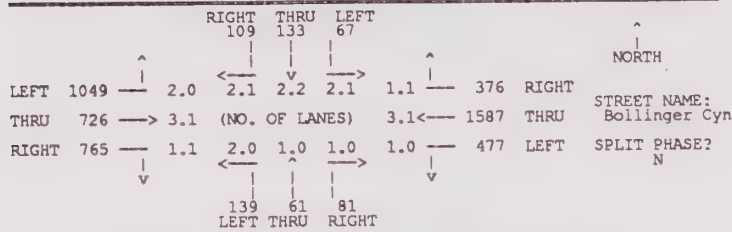
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	664	435 *	1650	0.2636	0.2636
THRU (T)	347	347	3300	0.1052	
LEFT (L)	267	267	3000	0.0890	
SB RIGHT (R)	176	176	1650	0.1067	0.1413
THRU (T)	288	288	4950	0.0582	
LEFT (L)	424	424	3000	0.1413	
T + R		464	4950	0.0937	
EB RIGHT (R)	107	107	1650	0.0648	0.3030
THRU (T)	1893	1893	6600	0.2868	
LEFT (L)	377	377	3000	0.1257	
T + R		2000	6600	0.3030	
WB RIGHT (R)	384	151 *	1650	0.0915	0.1390
THRU (T)	1282	1282	4950	0.2590	
LEFT (L)	417	417	3000	0.1390	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



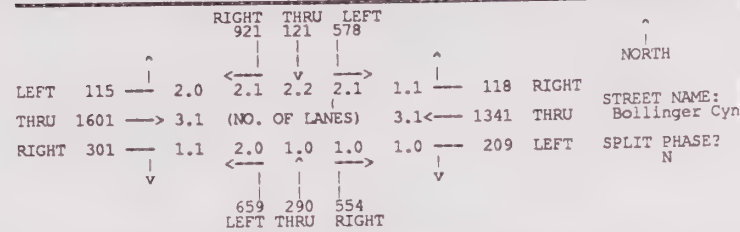
STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	81	0 *	1650	0.0000	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	139	139	3000	0.0463	0.0463
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	133	133	3300	0.0403	
LEFT (L)	67	67	3000	0.0223	
T + R	133	133	4650	0.0286	
T + L	200	200	4650	0.0430	0.0430
T + R + L	200	200	6000	0.0333	
EB RIGHT (R)	765	765	1650	0.4636	0.4636
THRU (T)	726	726	4950	0.1467	
LEFT (L)	1049	1049	3000	0.3497	
T + R	1491	1491	4950	0.3012	
WB RIGHT (R)	376	376	1650	0.2279	
THRU (T)	1587	1587	4950	0.3206	
LEFT (L)	477	477	1650	0.2891	0.2891
T + R	1963	1963	4950	0.3966	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



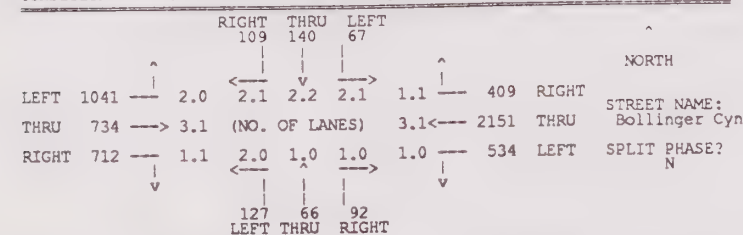
STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	554	345 *	1650	0.2091	
THRU (T)	290	290	1650	0.1758	
LEFT (L)	659	659	3000	0.2197	0.2197
SB RIGHT (R)	921	858 *	3000	0.2860	0.2860
THRU (T)	121	121	3300	0.0367	
LEFT (L)	578	578	3000	0.1927	
T + R	979	979	4650	0.2105	
T + L	699	699	4650	0.1503	
T + R + L	1557	1557	6000	0.2595	
EB RIGHT (R)	301	301	1650	0.1824	
THRU (T)	1601	1601	4950	0.3234	
LEFT (L)	115	115	3000	0.0383	
T + R	1902	1902	4950	0.3842	0.3842
WB RIGHT (R)	118	118	1650	0.0715	
THRU (T)	1341	1341	4950	0.2709	
LEFT (L)	209	209	1650	0.1267	0.1267
T + R	1459	1459	4950	0.2947	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.02
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



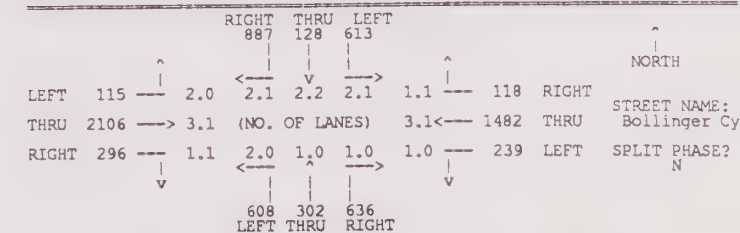
STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	92	0 *	1650	0.0000	
THRU (T)	66	66	1650	0.0400	
LEFT (L)	127	127	3000	0.0423	0.0423
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	140	140	3300	0.0424	
LEFT (L)	67	67	3000	0.0223	
T + R	140	140	4650	0.0301	
T + L	207	207	4650	0.0445	0.0445
T + R + L	207	207	6000	0.0345	
EB RIGHT (R)	712	712	1650	0.4315	
THRU (T)	734	734	4950	0.1483	
LEFT (L)	1041	1041	3000	0.3470	0.3470
T + R	1446	1446	4950	0.2921	
WB RIGHT (R)	409	409	1650	0.2479	
THRU (T)	2151	2151	4950	0.4345	
LEFT (L)	534	534	1650	0.3236	
T + R	2560	2560	4950	0.5172	0.5172

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	636	397 *	1650	0.2406	0.2406
THRU (T)	302	302	1650	0.1830	
LEFT (L)	608	608	3000	0.2027	
SB RIGHT (R)	887	824 *	3000	0.2747	0.2747
THRU (T)	128	128	3300	0.0388	
LEFT (L)	613	613	3000	0.2043	
T + R	952	952	4650	0.2047	
T + L	741	741	4650	0.1594	
T + R + L	1565	1565	6000	0.2608	
EB RIGHT (R)	296	296	1650	0.1794	
THRU (T)	2106	2106	4950	0.4255	
LEFT (L)	115	115	3000	0.0383	
T + R	2402	2402	4950	0.4853	0.4853
WB RIGHT (R)	118	118	1650	0.0715	
THRU (T)	1482	1482	4950	0.2994	
LEFT (L)	239	239	1650	0.1448	0.1448
T + R	1600	1600	4950	0.3232	

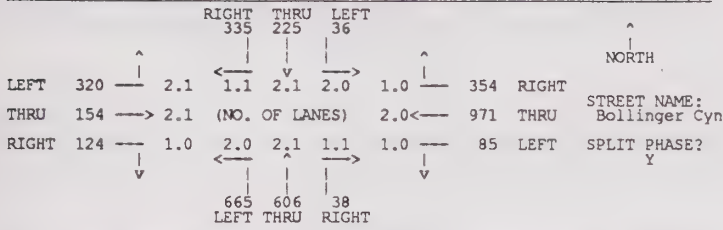
TOTAL VOLUME-TO-CAPACITY RATIO: 1.15
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout No Project FILE 29133-10



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	38	38	1650	0.0230	0.2217
THRU (T)	606	606	3300	0.1836	
LEFT (L)	665	665	3000	0.2217	
T + R		644	3300	0.1952	
SB RIGHT (R)	335	335	1650	0.2030	0.2030
THRU (T)	225	225	3300	0.0682	
LEFT (L)	36	36	3000	0.0120	
T + R		560	3300	0.1697	
EB RIGHT (R)	124	0 *	1650	0.0000	0.1067
THRU (T)	154	154	3300	0.0467	
LEFT (L)	320	320	3000	0.1067	
T + L		474	4650	0.1019	
WB RIGHT (R)	354	334 *	1650	0.2024	0.2942
THRU (T)	971	971	3300	0.2942	
LEFT (L)	85	85	1650	0.0515	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
 INTERSECTION LEVEL OF SERVICE: D

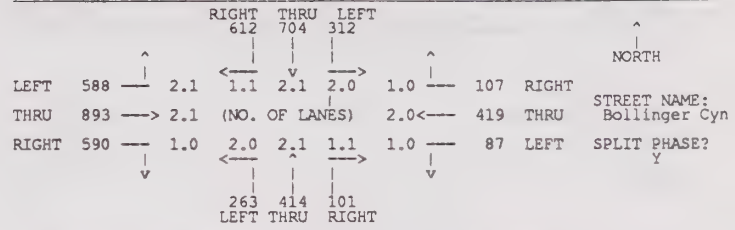
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout No Project FILE 29133-10



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	101	101	1650	0.0612	0.0877
THRU (T)	414	414	3300	0.1255	
LEFT (L)	263	263	3000	0.0877	
T + R		515	3300	0.1561	
SB RIGHT (R)	612	612	1650	0.3709	0.3988
THRU (T)	704	704	3300	0.2133	
LEFT (L)	312	312	3000	0.1040	
T + R		1316	3300	0.3988	
EB RIGHT (R)	590	445 *	1650	0.2697	0.3185
THRU (T)	893	893	3300	0.2706	
LEFT (L)	588	588	3000	0.1960	
T + L		1481	4650	0.3185	
WB RIGHT (R)	107	0 *	1650	0.0000	0.1270
THRU (T)	419	419	3300	0.1270	
LEFT (L)	87	87	1650	0.0527	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.93
 INTERSECTION LEVEL OF SERVICE: E

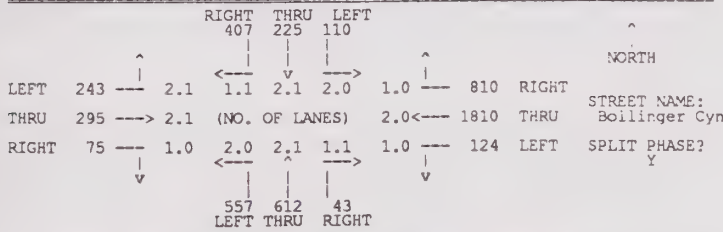
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project FILE 29133-10



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	43	43	1650	0.0261	0.1857
THRU (T)	612	612	3300	0.1855	
LEFT (L)	557	557	3000	0.1857	
T + R		655	3300	0.1985	
SB RIGHT (R)	407	407	1650	0.2467	0.2467
THRU (T)	225	225	3300	0.0682	
LEFT (L)	110	110	3000	0.0367	
T + R		632	3300	0.1915	
EB RIGHT (R)	75	0 *	1650	0.0000	0.1157
THRU (T)	295	295	3300	0.0894	
LEFT (L)	243	243	3000	0.0810	
T + L		538	4650	0.1157	
WB RIGHT (R)	810	750 *	1650	0.4545	0.5485
THRU (T)	1810	1810	3300	0.5485	
LEFT (L)	124	124	1650	0.0752	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.10
 INTERSECTION LEVEL OF SERVICE: F

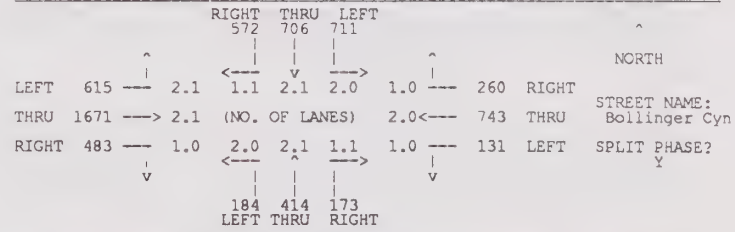
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project FILE 29133-10



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

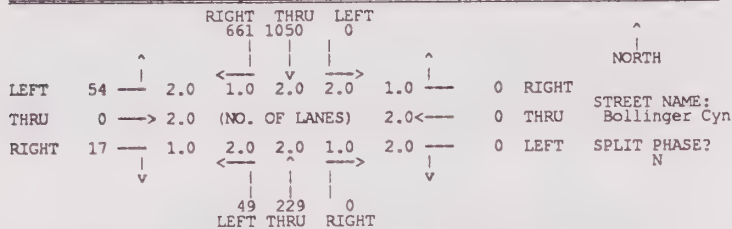
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	173	173	1650	0.1048	0.0613
THRU (T)	414	414	3300	0.1255	
LEFT (L)	184	184	3000	0.0613	
T + R		587	3300	0.1779	
SB RIGHT (R)	572	572	1650	0.3467	0.3873
THRU (T)	706	706	3300	0.2139	
LEFT (L)	711	711	3000	0.2370	
T + R		1278	3300	0.3873	
EB RIGHT (R)	483	382 *	1650	0.2315	0.5064
THRU (T)	1671	1671	3300	0.5064	
LEFT (L)	615	615	3000	0.2050	
T + L		2286	4650	0.4916	
WB RIGHT (R)	260	0 *	1650	0.0000	0.2252
THRU (T)	743	743	3300	0.2252	
LEFT (L)	131	131	1650	0.0794	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.18
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout No Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

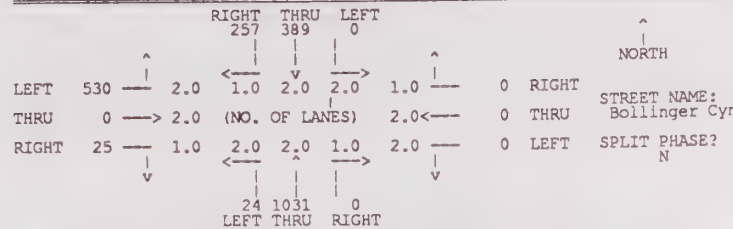
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	0.0163
THRU (T)	229	229	3300	0.0694	
LEFT (L)	49	49	3000	0.0163	
SB RIGHT (R)	661	631 *	1650	0.3824	0.3824
THRU (T)	1050	1050	3300	0.3182	
LEFT (L)	0	0	3000	0.0000	
EB RIGHT (R)	17	0 *	1650	0.0000	0.0180
THRU (T)	0	0	3300	0.0000	
LEFT (L)	54	54	3000	0.0180	
WB RIGHT (R)	0	0	1650	0.0000	0.0000
THRU (T)	0	0	3300	0.0000	
LEFT (L)	0	0	3000	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout No Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

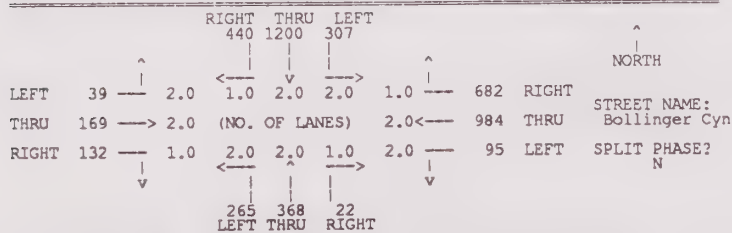
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1650	0.0000	0.3124
THRU (T)	1031	1031	3300	0.3124	
LEFT (L)	24	24	3000	0.0080	
SB RIGHT (R)	257	0 *	1650	0.0000	0.0000
THRU (T)	389	389	3300	0.1179	
LEFT (L)	0	0	3000	0.0000	
EB RIGHT (R)	25	12 *	1650	0.0073	0.1767
THRU (T)	0	0	3300	0.0000	
LEFT (L)	530	530	3000	0.1767	
WB RIGHT (R)	0	0	1650	0.0000	0.0000
THRU (T)	0	0	3300	0.0000	
LEFT (L)	0	0	3000	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout With Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

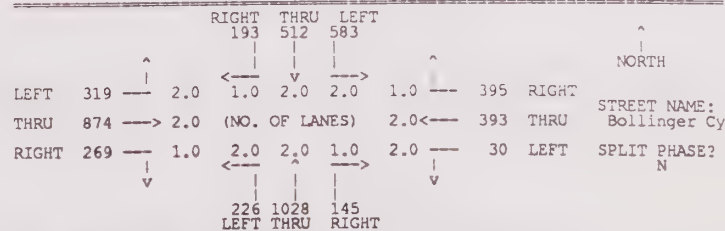
8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	22	0 *	1650	0.0000	0.0883
THRU (T)	368	368	3300	0.1115	
LEFT (L)	265	265	3000	0.0883	
SB RIGHT (R)	440	419 *	1650	0.2539	0.3636
THRU (T)	1200	1200	3300	0.3636	
LEFT (L)	307	307	3000	0.1023	
EB RIGHT (R)	132	0 *	1650	0.0000	0.0130
THRU (T)	169	169	3300	0.0512	
LEFT (L)	39	39	3000	0.0130	
WB RIGHT (R)	682	513 *	1650	0.3109	0.3109
THRU (T)	984	984	3300	0.2982	
LEFT (L)	95	95	3000	0.0317	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 551 Dougherty Rd. and Bollinger Cyn CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout With Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	145	129 *	1650	0.0782	0.3115
THRU (T)	1028	1028	3300	0.3115	
LEFT (L)	226	226	3000	0.0753	
SB RIGHT (R)	193	18 *	1650	0.0109	0.1943
THRU (T)	512	512	3300	0.1552	
LEFT (L)	583	583	3000	0.1943	
EB RIGHT (R)	269	145 *	1650	0.0879	0.2648
THRU (T)	874	874	3300	0.2648	
LEFT (L)	319	319	3000	0.1063	
WB RIGHT (R)	395	74 *	1650	0.0448	0.0100
THRU (T)	393	393	3300	0.1191	
LEFT (L)	30	30	3000	0.0100	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
 INTERSECTION LEVEL OF SERVICE: C

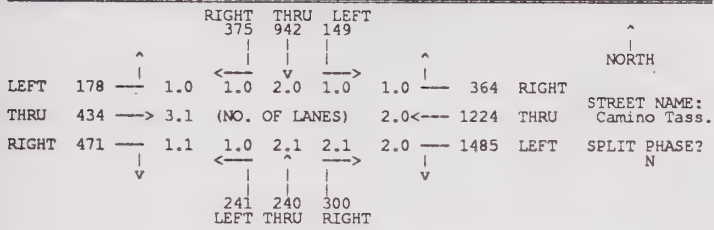
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	300	0 *	3000	0.0000	0.1461
THRU (T)	240	240	3300	0.0727	
LEFT (L)	241	241	1650	0.1461	
T + R		240	4650	0.0516	
SB RIGHT (R)	375	197 *	1650	0.1194	0.2855
THRU (T)	942	942	3300	0.2855	
LEFT (L)	149	149	1650	0.0903	
EB RIGHT (R)	471	471	1650	0.2855	0.2855
THRU (T)	434	434	4950	0.0877	
LEFT (L)	178	178	1650	0.1079	
T + R		905	4950	0.1828	
WB RIGHT (R)	364	215 *	1650	0.1303	0.4950
THRU (T)	1224	1224	3300	0.3709	
LEFT (L)	1485	1485	3000	0.4950	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.21

INTERSECTION LEVEL OF SERVICE: F

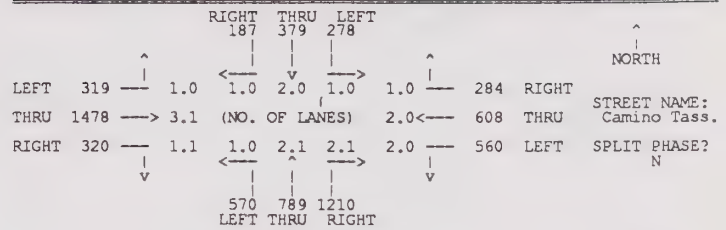
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1210	902 *	3000	0.3007	0.3637
THRU (T)	789	789	3300	0.2391	
LEFT (L)	570	570	1650	0.3455	
T + R		1691	4650	0.3637	
SB RIGHT (R)	187	0 *	1650	0.0000	0.1685
THRU (T)	379	379	3300	0.1148	
LEFT (L)	278	278	1650	0.1685	
EB RIGHT (R)	320	320	1650	0.1939	0.3632
THRU (T)	1478	1478	4950	0.2986	
LEFT (L)	319	319	1650	0.1933	
T + R		1798	4950	0.3632	
WB RIGHT (R)	284	6 *	1650	0.0036	0.1867
THRU (T)	608	608	3300	0.1842	
LEFT (L)	560	560	3000	0.1867	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.08

INTERSECTION LEVEL OF SERVICE: F

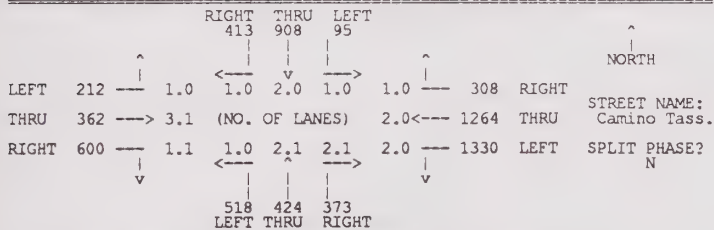
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	373	0 *	3000	0.0000	0.3139
THRU (T)	424	424	3300	0.1285	
LEFT (L)	518	518	1650	0.3139	
T + R		424	4650	0.0912	
SB RIGHT (R)	413	201 *	1650	0.1218	0.2752
THRU (T)	908	908	3300	0.2752	
LEFT (L)	95	95	1650	0.0576	
EB RIGHT (R)	600	600	1650	0.3636	0.3636
THRU (T)	362	362	4950	0.0731	
LEFT (L)	212	212	1650	0.1285	
T + R		962	4950	0.1943	
WB RIGHT (R)	308	213 *	1650	0.1291	0.4433
THRU (T)	1264	1264	3300	0.3830	
LEFT (L)	1330	1330	3000	0.4433	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.40

INTERSECTION LEVEL OF SERVICE: F

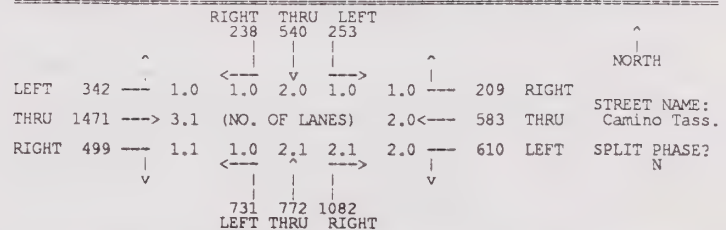
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

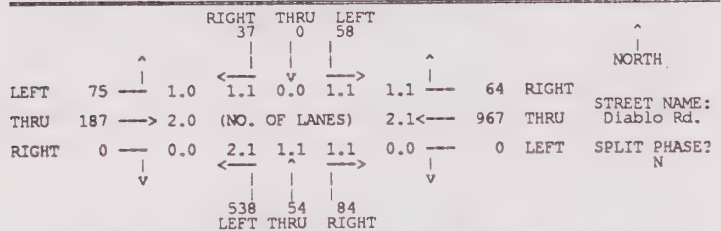
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1082	747 *	3000	0.2490	0.4430
THRU (T)	772	772	3300	0.2339	
LEFT (L)	731	731	1650	0.4430	
T + R		1519	4650	0.3267	
SB RIGHT (R)	238	0 *	1650	0.0000	0.1636
THRU (T)	540	540	3300	0.1636	
LEFT (L)	253	253	1650	0.1533	
EB RIGHT (R)	499	499	1650	0.3024	0.3980
THRU (T)	1471	1471	4950	0.2972	
LEFT (L)	342	342	1650	0.2073	
T + R		1970	4950	0.3980	
WB RIGHT (R)	209	0 *	1650	0.0000	0.2033
THRU (T)	583	583	3300	0.1767	
LEFT (L)	610	610	3000	0.2033	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.21

INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: I-680 NB Off SPLIT PHASE? Y

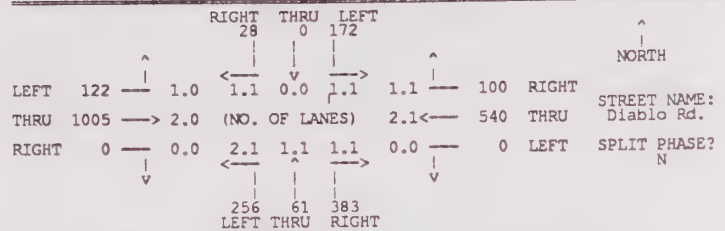
5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	84	84	1650	0.0509	
THRU (T)	54	54	1650	0.0327	
LEFT (L)	538	538	3000	0.1793	
T + R		138	1650	0.0836	
T + L		592	3000	0.1973	
T + R + L		676	3000	0.2253	0.2253
SB RIGHT (R)	37	37	1650	0.0224	
LEFT (L)	58	58	1650	0.0352	
T + R + L		95	1650	0.0576	0.0576
EB THRU (T)	187	187	3300	0.0567	
LEFT (L)	75	75	1650	0.0455	0.0455
WB RIGHT (R)	64	64	1650	0.0388	
THRU (T)	967	967	3300	0.2930	
T + R		1031	3300	0.3124	0.3124

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: I-680 NB Off SPLIT PHASE? Y

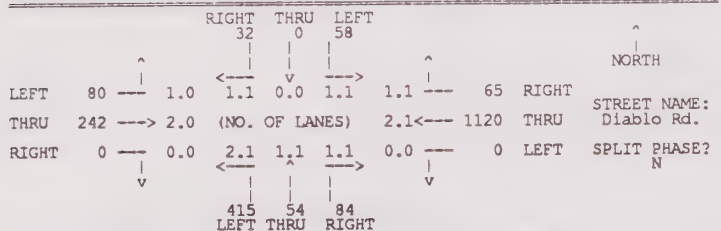
5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	383	383	1650	0.2321	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	256	256	3000	0.0853	
T + R		444	1650	0.2691	0.2691
T + L		317	3000	0.1057	
T + R + L		700	3000	0.2333	
SB RIGHT (R)	28	28	1650	0.0170	
LEFT (L)	172	172	1650	0.1042	
T + R + L		200	1650	0.1212	0.1212
EB THRU (T)	1005	1005	3300	0.3045	
LEFT (L)	122	122	1650	0.0739	0.3045
WB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	540	540	3300	0.1636	
T + R		640	3300	0.1939	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: I-680 NB Off SPLIT PHASE? Y

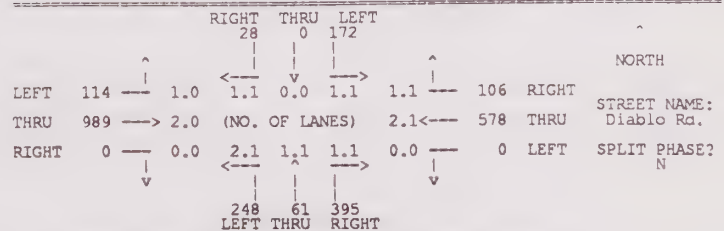
5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	84	84	1650	0.0509	
THRU (T)	54	54	1650	0.0327	
LEFT (L)	415	415	3000	0.1383	
T + R		138	1650	0.0836	
T + L		469	3000	0.1563	
T + R + L		553	3000	0.1843	0.1843
SB RIGHT (R)	32	32	1650	0.0194	
LEFT (L)	58	58	1650	0.0352	
T + R + L		90	1650	0.0545	0.0545
EB THRU (T)	242	242	3300	0.0733	
LEFT (L)	80	80	1650	0.0485	0.0485
WB RIGHT (R)	65	65	1650	0.0394	
THRU (T)	1120	1120	3300	0.3394	
T + R		1185	3300	0.3591	0.3591

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 942 I-680 NB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: I-680 NB Off SPLIT PHASE? Y

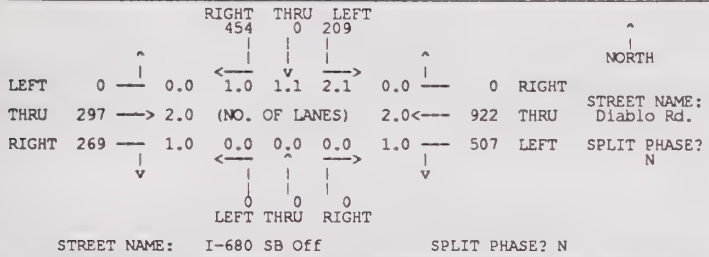
5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	395	395	1650	0.2394	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	248	248	3000	0.0827	
T + R		456	1650	0.2764	0.2764
T + L		309	3000	0.1030	
T + R + L		704	3000	0.2347	
SB RIGHT (R)	28	28	1650	0.0170	
LEFT (L)	172	172	1650	0.1042	
T + R + L		200	1650	0.1212	0.1212
EB THRU (T)	989	989	3300	0.2997	
LEFT (L)	114	114	1650	0.0691	0.2997
WB RIGHT (R)	106	106	1650	0.0642	
THRU (T)	578	578	3300	0.1752	
T + R		684	3300	0.2073	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

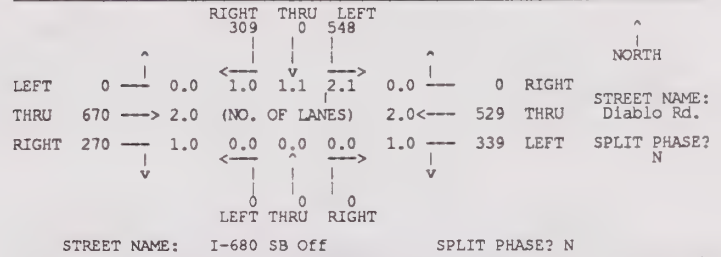
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout No Project



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	454	0 *\$	1650	0.0000	0.0697
THRU (T)	0	0	1650	0.0000	
LEFT (L)	209	209	3000	0.0697	
T + L		209	3000	0.0697	
EB RIGHT (R)	269	0 *\$	1650	0.0000	0.0900
THRU (T)	297	297	3300	0.0900	
WB THRU (T)	922	922	3300	0.2794	0.3073
LEFT (L)	507	507	1650	0.3073	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.47
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

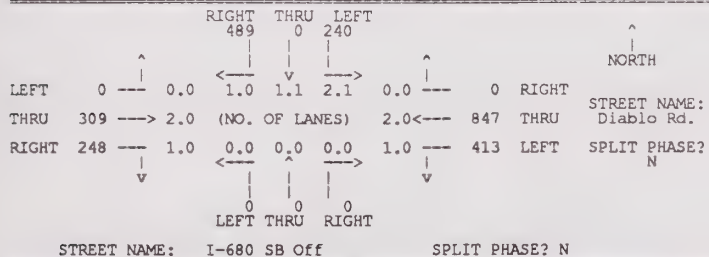
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout No Project



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	309	0 *\$	1650	0.0000	0.1827
THRU (T)	0	0	1650	0.0000	
LEFT (L)	548	548	3000	0.1827	
T + L		548	3000	0.1827	
EB RIGHT (R)	270	0 *\$	1650	0.0000	0.2030
THRU (T)	670	670	3300	0.2030	
WB THRU (T)	529	529	3300	0.1603	0.2055
LEFT (L)	339	339	1650	0.2055	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.59
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

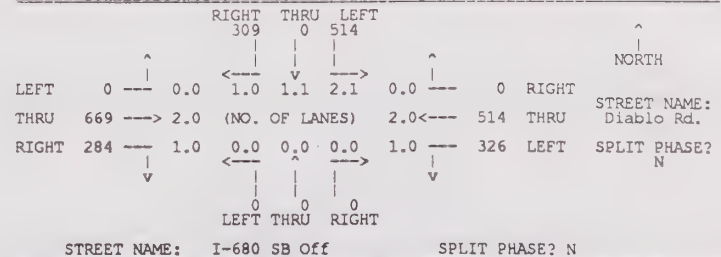
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 INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout With Project



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	489	0 *\$	1650	0.0000	0.0800
THRU (T)	0	0	1650	0.0000	
LEFT (L)	240	240	3000	0.0800	
T + L		240	3000	0.0800	
EB RIGHT (R)	248	0 *\$	1650	0.0000	0.0936
THRU (T)	309	309	3300	0.0936	
WB THRU (T)	847	847	3300	0.2567	0.2503
LEFT (L)	413	413	1650	0.2503	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.42
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

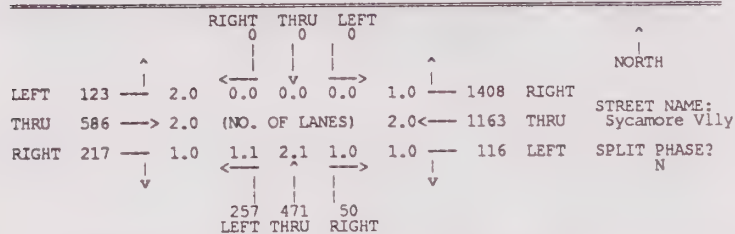
CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 943 I-680 SB Off and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout With Project



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	309	0 *\$	1650	0.0000	0.1713
THRU (T)	0	0	1650	0.0000	
LEFT (L)	514	514	3000	0.1713	
T + L		514	3000	0.1713	
EB RIGHT (R)	284	0 *\$	1650	0.0000	0.2027
THRU (T)	669	669	3300	0.2027	
WB THRU (T)	514	514	3300	0.1558	0.1976
LEFT (L)	326	326	1650	0.1976	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.57
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



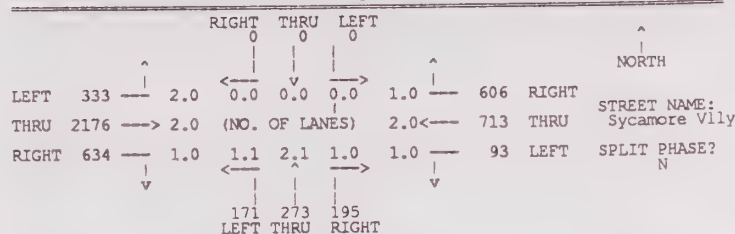
STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	50	0 *	1650	0.0000	
THRU (T)	471	471	3300	0.1427	
LEFT (L)	257	257	1650	0.1558	
T + L		728	3300	0.2206	0.2206
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	586	586	3300	0.1776	
LEFT (L)	123	123	3000	0.0410	0.0410
WB RIGHT (R)	1408	708 *\$	1650	0.4291	0.4291
THRU (T)	1163	1163	3300	0.3524	
LEFT (L)	116	116	1650	0.0703	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



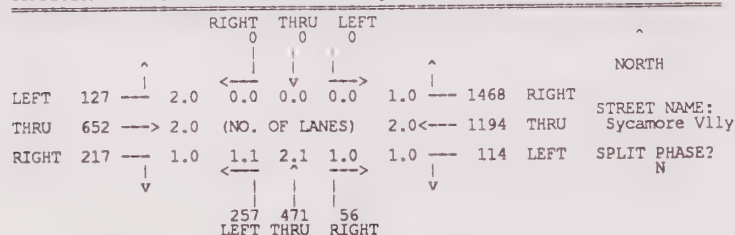
STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	195	102 *	1650	0.0618	
THRU (T)	273	273	3300	0.0827	
LEFT (L)	171	171	1650	0.1036	
T + L		444	3300	0.1345	0.1345
EB RIGHT (R)	634	463 *	1650	0.2806	
THRU (T)	2176	2176	3300	0.6594	0.6594
LEFT (L)	333	333	3000	0.1110	
WB RIGHT (R)	606	0 *\$	1650	0.0000	
THRU (T)	713	713	3300	0.2161	
LEFT (L)	93	93	1650	0.0564	0.0564

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



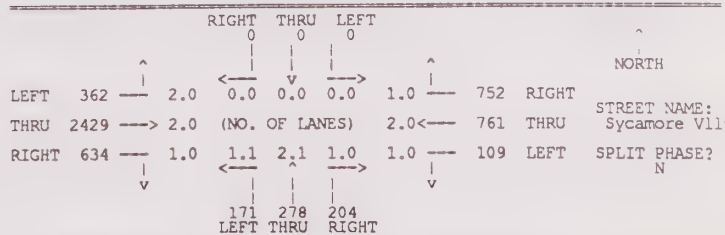
STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	56	0 *	1650	0.0000	
THRU (T)	471	471	3300	0.1427	
LEFT (L)	257	257	1650	0.1558	
T + L		728	3300	0.2206	0.2206
EB RIGHT (R)	217	0 *	1650	0.0000	
THRU (T)	652	652	3300	0.1976	
LEFT (L)	127	127	3000	0.0423	0.0423
WB RIGHT (R)	1468	768 *\$	1650	0.4655	0.4655
THRU (T)	1194	1194	3300	0.3618	
LEFT (L)	114	114	1650	0.0691	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 945 I-680 NB On and Sycamore Villy DANVILLE
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	204	95 *	1650	0.0576	
THRU (T)	278	278	3300	0.0842	
LEFT (L)	171	171	1650	0.1036	
T + L		449	3300	0.1361	0.1361
EB RIGHT (R)	634	463 *	1650	0.2806	
THRU (T)	2429	2429	3300	0.7361	0.7361
LEFT (L)	362	362	3000	0.1207	
WB RIGHT (R)	752	52 *\$	1650	0.0315	
THRU (T)	761	761	3300	0.2306	
LEFT (L)	109	109	1650	0.0661	0.0661

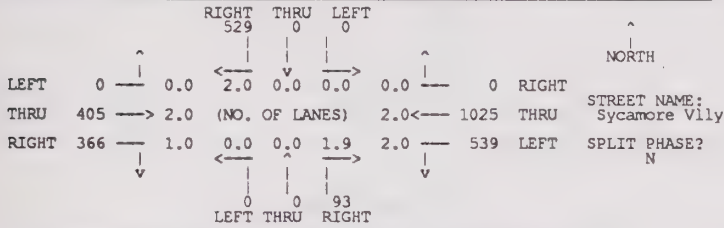
TOTAL VOLUME-TO-CAPACITY RATIO: 0.94
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout No Project FILE 29133-10



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	93	93	1650	0.0564	
SB RIGHT (R)	529	154 *\$	3000	0.0513	0.0513
EB RIGHT (R)	366	0 *\$	1650	0.0000	
THRU (T)	405	405	3300	0.1227	
WB THRU (T)	1025	1025	3300	0.3106	0.3106
LEFT (L)	539	539	3000	0.1797	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.36
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

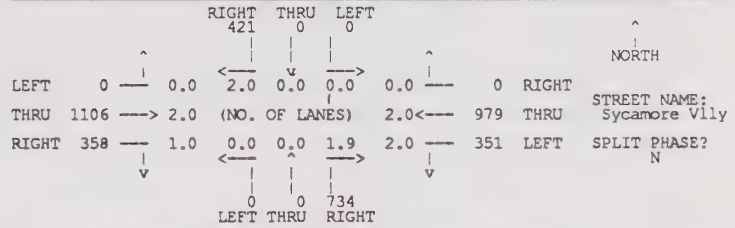
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout No Project FILE 29133-10



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	734	734	1650	0.4448	
SB RIGHT (R)	421	0 *\$	3000	0.0000	
EB RIGHT (R)	358	0 *\$	1650	0.0000	
THRU (T)	1106	1106	3300	0.3352	0.3352
WB THRU (T)	979	979	3300	0.2967	0.2967
LEFT (L)	351	351	3000	0.1170	0.1170

TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

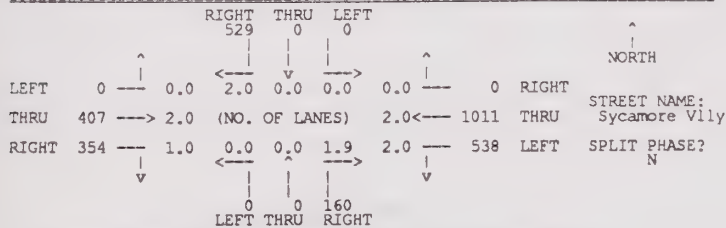
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project FILE 29133-10



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	160	160	1650	0.0970	
SB RIGHT (R)	529	140 *\$	3000	0.0467	0.0467
EB RIGHT (R)	354	0 *\$	1650	0.0000	
THRU (T)	407	407	3300	0.1233	
WB THRU (T)	1011	1011	3300	0.3064	0.3064
LEFT (L)	538	538	3000	0.1793	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

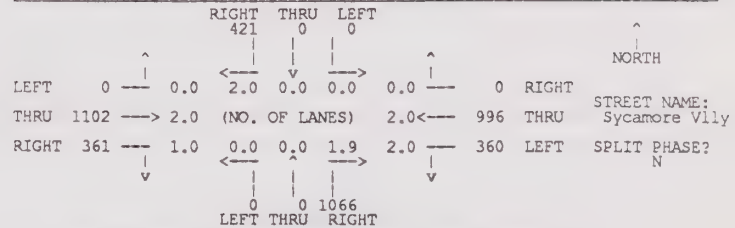
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 947 I-680 SB Off and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project FILE 29133-10



STREET NAME: I-680 SB Off SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1066	1066	1650	0.6461	
SB RIGHT (R)	421	17 *\$	3000	0.0057	0.0057
EB RIGHT (R)	361	0 *\$	1650	0.0000	
THRU (T)	1102	1102	3300	0.3339	0.3339
WB THRU (T)	996	996	3300	0.3018	0.3018
LEFT (L)	360	360	3000	0.1200	0.1200

TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
 INTERSECTION LEVEL OF SERVICE: A

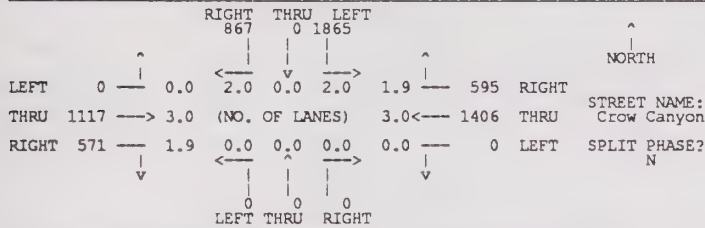
* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
CONDITION : AM Buildout No Project



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

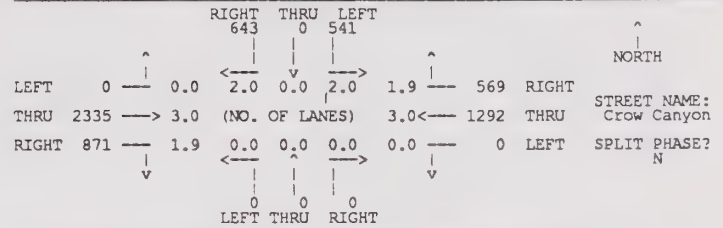
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	867	173 *\$	3273	0.0529	
LEFT (L)	1865	1865	3273	0.5698	0.5698
EB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	1117	1117	5400	0.2069	
WB RIGHT (R)	595	595	1800	0.3306	
THRU (T)	1406	1406	5400	0.2604	0.2604

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
\$ SPECIAL ADJUSTMENT APPLIED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
CONDITION : PM Buildout No Project



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

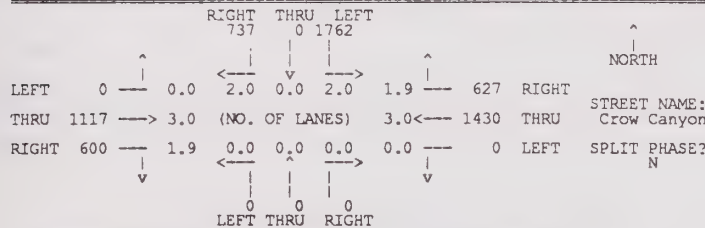
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	643	0 *\$	3273	0.0000	
LEFT (L)	541	541	3273	0.1653	0.1653
EB RIGHT (R)	871	871	1800	0.4839	
THRU (T)	2335	2335	5400	0.4324	0.4324
WB RIGHT (R)	569	569	1800	0.3161	
THRU (T)	1292	1292	5400	0.2393	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
\$ SPECIAL ADJUSTMENT APPLIED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
CONDITION : AM Buildout With Project



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

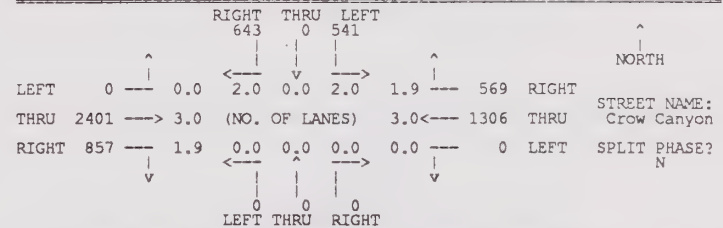
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	737	67 *\$	3273	0.0205	
LEFT (L)	1762	1762	3273	0.5383	0.5383
EB RIGHT (R)	600	600	1800	0.3333	
THRU (T)	1117	1117	5400	0.2069	
WB RIGHT (R)	627	627	1800	0.3483	
THRU (T)	1430	1430	5400	0.2648	0.2648

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
\$ SPECIAL ADJUSTMENT APPLIED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 951 I-680 SB Off and Crow Canyon SAN RAMON
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
CONDITION : PM Buildout With Project



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	643	0 *\$	3273	0.0000	
LEFT (L)	541	541	3273	0.1653	0.1653
EB RIGHT (R)	857	857	1800	0.4761	
THRU (T)	2401	2401	5400	0.4446	0.4446
WB RIGHT (R)	569	569	1800	0.3161	
THRU (T)	1306	1306	5400	0.2419	

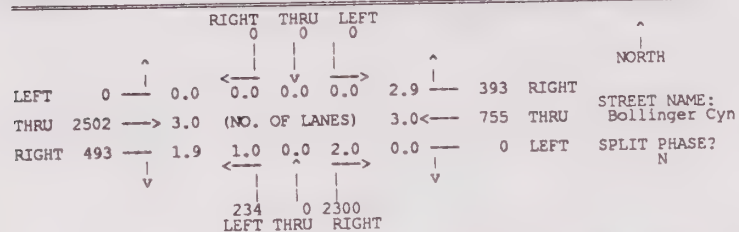
TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
\$ SPECIAL ADJUSTMENT APPLIED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2300	2300 \$	3273	0.7027	0.7027
LEFT (L)	234	234	1800	0.1300	
EB RIGHT (R)	493	493	1800	0.2739	
THRU (T)	2502	2502	5400	0.4633	0.4633
WB RIGHT (R)	393	393	3273	0.1201	
THRU (T)	755	755	5400	0.1398	

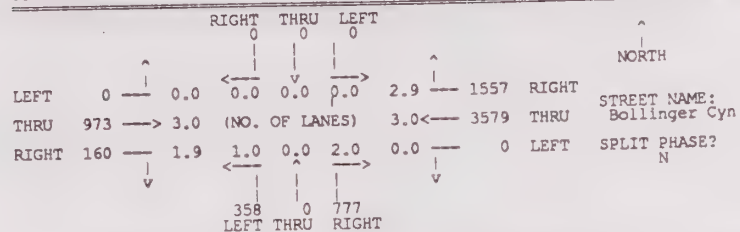
TOTAL VOLUME-TO-CAPACITY RATIO: 1.17
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	777	77 *\$	3273	0.0235	
LEFT (L)	358	358	1800	0.1989	0.1989
EB RIGHT (R)	160	160	1800	0.0889	
THRU (T)	973	973	5400	0.1802	
WB RIGHT (R)	1557	1557	3273	0.4757	
THRU (T)	3579	3579	5400	0.6628	0.6628

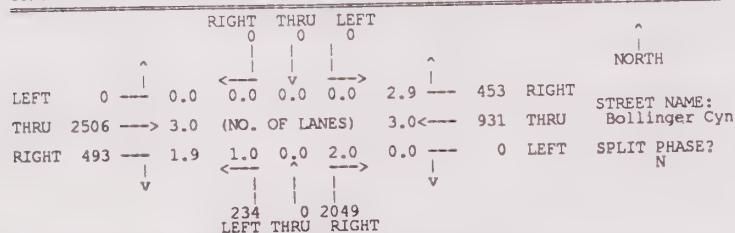
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2049	2049 \$	3273	0.6260	0.6260
LEFT (L)	234	234	1800	0.1300	
EB RIGHT (R)	493	493	1800	0.2739	
THRU (T)	2506	2506	5400	0.4641	0.4641
WB RIGHT (R)	453	453	3273	0.1384	
THRU (T)	931	931	5400	0.1724	

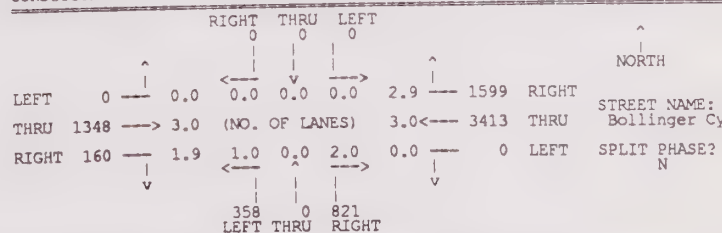
TOTAL VOLUME-TO-CAPACITY RATIO: 1.09
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	821	121 *\$	3273	0.0370	
LEFT (L)	358	358	1800	0.1989	0.1989
EB RIGHT (R)	160	160	1800	0.0889	
THRU (T)	1348	1348	5400	0.2496	
WB RIGHT (R)	1599	1599	3273	0.4885	
THRU (T)	3413	3413	5400	0.6320	0.6320

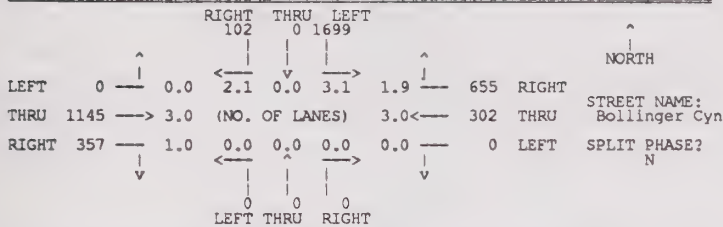
TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	102	0 *\$	3273	0.0000	0.3619
LEFT (L)	1699	1699	4695	0.3619	
T + R + L		1699	6168	0.2755	
EB RIGHT (R)	357	357	1800	0.1983	0.2120
THRU (T)	1145	1145	5400	0.2120	
WB RIGHT (R)	655	655	1800	0.3639	0.0559
THRU (T)	302	302	5400	0.0559	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

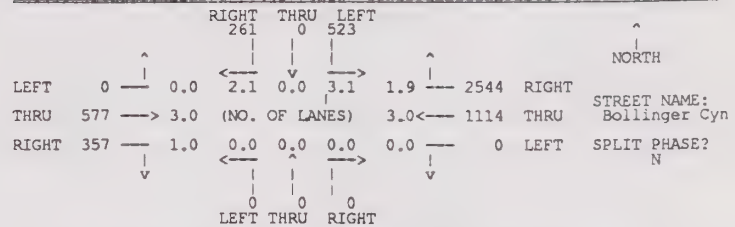
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	261	0 *\$	3273	0.0000	0.1114
LEFT (L)	523	523	4695	0.1114	
T + R + L		523	6168	0.0848	
EB RIGHT (R)	357	357	1800	0.1983	0.1069
THRU (T)	577	577	5400	0.1069	
WB RIGHT (R)	2544	2544	1800	1.4133 **	0.2063
THRU (T)	1114	1114	5400	0.2063	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.32
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

** APPROACHING OR EXCEEDING CAPACITY

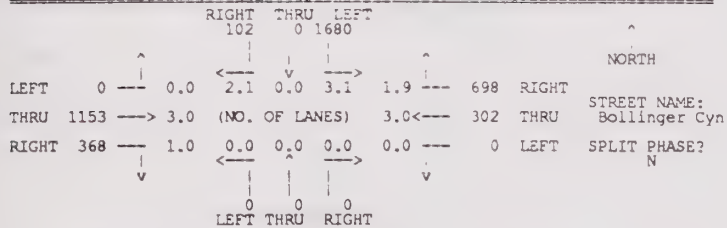
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	102	0 *\$	3273	0.0000	0.3578
LEFT (L)	1680	1680	4695	0.3578	
T + R + L		1680	6168	0.2724	
EB RIGHT (R)	368	368	1800	0.2044	0.2135
THRU (T)	1153	1153	5400	0.2135	
WB RIGHT (R)	698	698	1800	0.3878	0.0559
THRU (T)	302	302	5400	0.0559	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

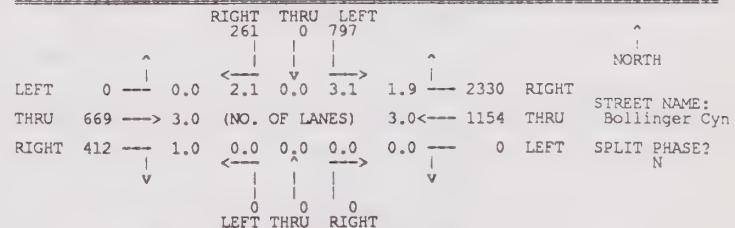
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 955 I-680 SB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	261	0 *\$	3273	0.0000	0.1698
LEFT (L)	797	797	4695	0.1698	
T + R + L		797	6168	0.1292	
EB RIGHT (R)	412	412	1800	0.2289	0.2289
THRU (T)	669	669	5400	0.1239	
WB RIGHT (R)	2330	2330	1800	1.2944 **	0.2137
THRU (T)	1154	1154	5400	0.2137	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

** APPROACHING OR EXCEEDING CAPACITY

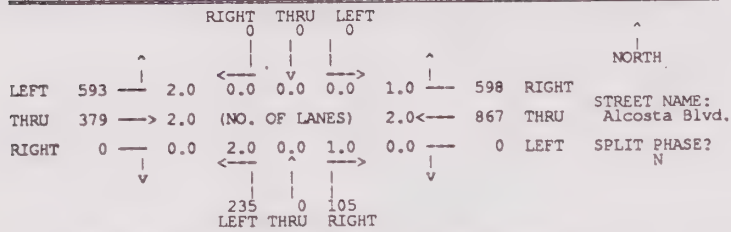
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	105	0 *\$	1720	0.0000	0.0752
LEFT (L)	235	235	3127	0.0752	
EB THRU (T)	379	379	3440	0.1102	0.1896
LEFT (L)	593	593	3127	0.1896	
WB RIGHT (R)	598	0 *\$	1720	0.0000	0.2520
THRU (T)	867	867	3440	0.2520	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
 INTERSECTION LEVEL OF SERVICE: A

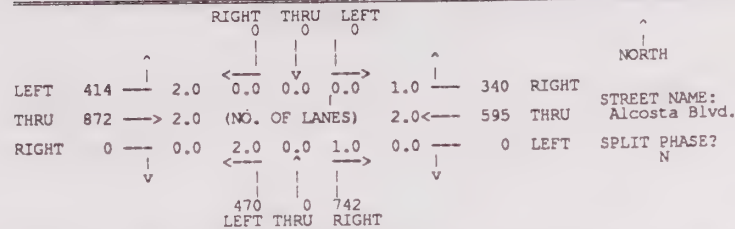
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	742	214 *\$	1720	0.1244	0.1503
LEFT (L)	470	470	3127	0.1503	
EB THRU (T)	872	872	3440	0.2535	0.1324
LEFT (L)	414	414	3127	0.1324	
WB RIGHT (R)	340	0 *\$	1720	0.0000	0.1730
THRU (T)	595	595	3440	0.1730	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
 INTERSECTION LEVEL OF SERVICE: A

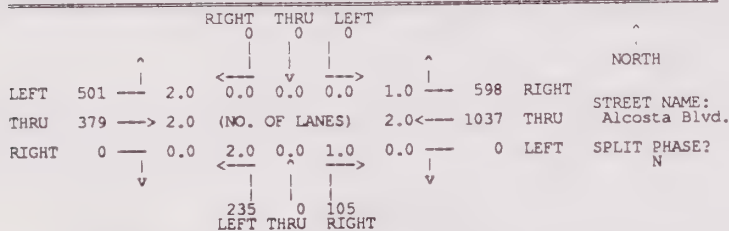
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	105	0 *\$	1720	0.0000	0.0752
LEFT (L)	235	235	3127	0.0752	
EB THRU (T)	379	379	3440	0.1102	0.1602
LEFT (L)	501	501	3127	0.1602	
WB RIGHT (R)	598	0 *\$	1720	0.0000	0.3015
THRU (T)	1037	1037	3440	0.3015	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
 INTERSECTION LEVEL OF SERVICE: A

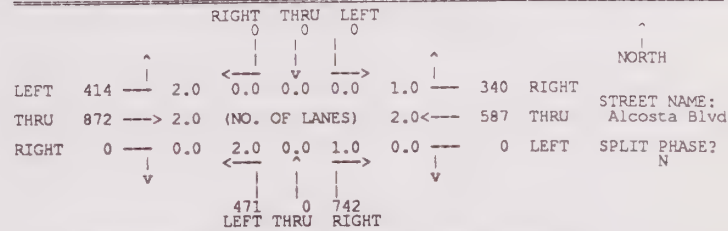
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 957 I-680 NB Off and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: I-680 NB Off SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	742	214 *\$	1720	0.1244	0.1506
LEFT (L)	471	471	3127	0.1506	
EB THRU (T)	872	872	3440	0.2535	0.1324
LEFT (L)	414	414	3127	0.1324	
WB RIGHT (R)	340	0 *\$	1720	0.0000	0.1706
THRU (T)	587	587	3440	0.1706	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
 INTERSECTION LEVEL OF SERVICE: A

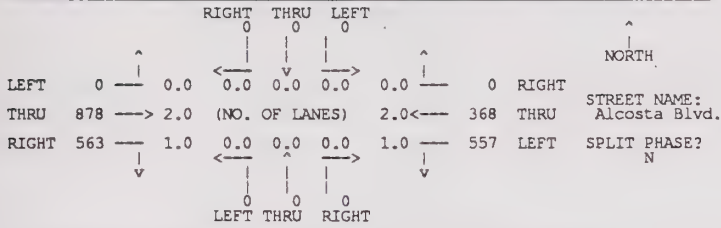
* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	563	0 *\$	1720	0.0000	0.2552
THRU (T)	878	878	3440	0.2552	
WB THRU (T)	368	368	3440	0.1070	0.3238
LEFT (L)	557	557	1720	0.3238	

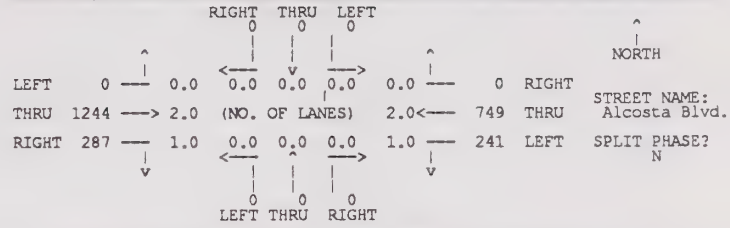
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	287	0 *\$	1720	0.0000	0.3616
THRU (T)	1244	1244	3440	0.3616	
WB THRU (T)	749	749	3440	0.2177	0.1401
LEFT (L)	241	241	1720	0.1401	

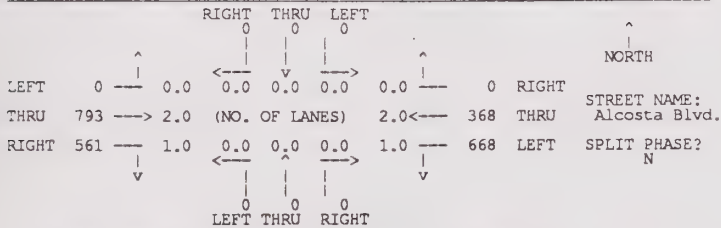
TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	561	0 *\$	1720	0.0000	0.2305
THRU (T)	793	793	3440	0.2305	
WB THRU (T)	368	368	3440	0.1070	0.3884
LEFT (L)	668	668	1720	0.3884	

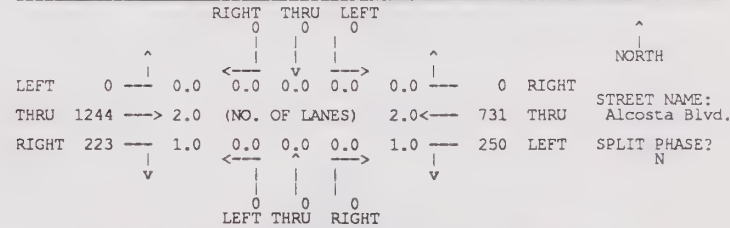
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 958 I-680 SB On and Alcosta Blvd. SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: I-680 SB On SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
EB RIGHT (R)	223	0 *\$	1720	0.0000	0.3616
THRU (T)	1244	1244	3440	0.3616	
WB THRU (T)	731	731	3440	0.2125	0.1453
LEFT (L)	250	250	1720	0.1453	

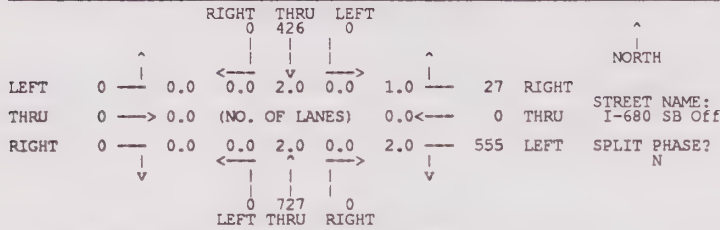
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	727	727	3440	0.2113	0.2113
SB THRU (T)	426	426	3440	0.1238	
WB RIGHT (R)	27	0 *\$	1720	0.0000	
WB LEFT (L)	555	555	3127	0.1775	0.1775

TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

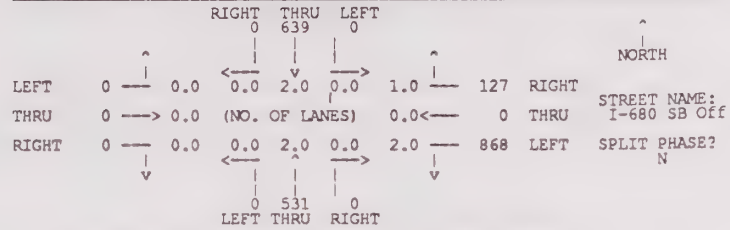
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	531	531	3440	0.1544	
SB THRU (T)	639	639	3440	0.1858	0.1858
WB RIGHT (R)	127	0 *\$	1720	0.0000	
WB LEFT (L)	868	868	3127	0.2776	0.2776

TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

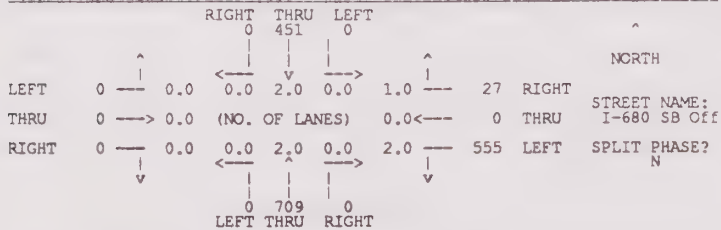
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	709	709	3440	0.2061	0.2061
SB THRU (T)	451	451	3440	0.1311	
WB RIGHT (R)	27	0 *\$	1720	0.0000	
WB LEFT (L)	555	555	3127	0.1775	0.1775

TOTAL VOLUME-TO-CAPACITY RATIO: 0.38
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

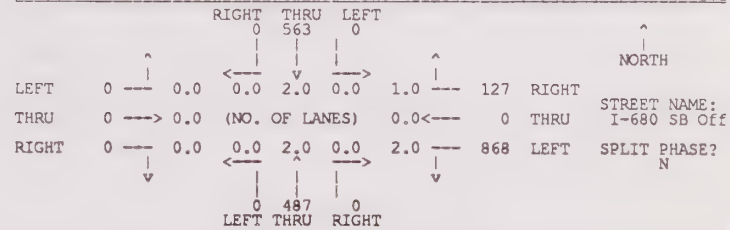
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1315 San Ramon Vly and I-680 SB Off SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Vly SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	487	487	3440	0.1416	
SB THRU (T)	563	563	3440	0.1637	0.1637
WB RIGHT (R)	127	0 *\$	1720	0.0000	
WB LEFT (L)	868	868	3127	0.2776	0.2776

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

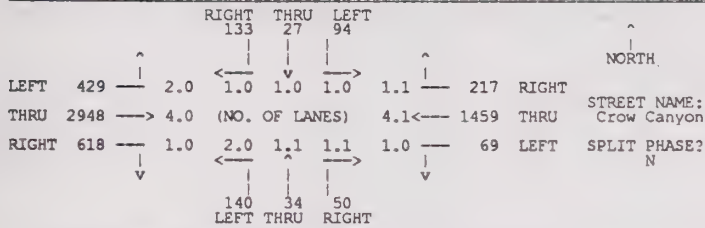
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Bulldout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Crow Cyn. Pl. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	50	50	1650	0.0303	
THRU (T)	34	34	1650	0.0206	
LEFT (L)	140	140	3000	0.0467	
T + R		84	1650	0.0509	0.0509
SB RIGHT (R)	133	0 *	1650	0.0000	
THRU (T)	27	27	1650	0.0164	
LEFT (L)	94	94	1650	0.0570	0.0570
EB RIGHT (R)	618	541 *	1650	0.3279	
THRU (T)	2948	2948	6600	0.4467	0.4467
LEFT (L)	429	429	3000	0.1430	
WB RIGHT (R)	217	217	1650	0.1315	
THRU (T)	1459	1459	6600	0.2211	
LEFT (L)	69	69	1650	0.0418	0.0418
T + R		1676	6600	0.2539	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
 INTERSECTION LEVEL OF SERVICE: A

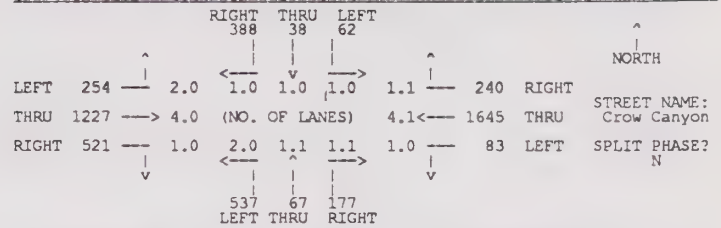
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Bulldout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Crow Cyn. Pl. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	177	177	1650	0.1073	
THRU (T)	67	67	1650	0.0406	
LEFT (L)	537	537	3000	0.1790	
T + R		244	1650	0.1479	0.1790
SB RIGHT (R)	388	248 *	1650	0.1503	0.1503
THRU (T)	38	38	1650	0.0230	
LEFT (L)	62	62	1650	0.0376	
EB RIGHT (R)	521	226 *	1650	0.1370	
THRU (T)	1227	1227	6600	0.1859	
LEFT (L)	254	254	3000	0.0847	0.0847
WB RIGHT (R)	240	240	1650	0.1455	
THRU (T)	1645	1645	6600	0.2492	
LEFT (L)	83	83	1650	0.0503	
T + R		1885	6600	0.2856	0.2856

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
 INTERSECTION LEVEL OF SERVICE: B

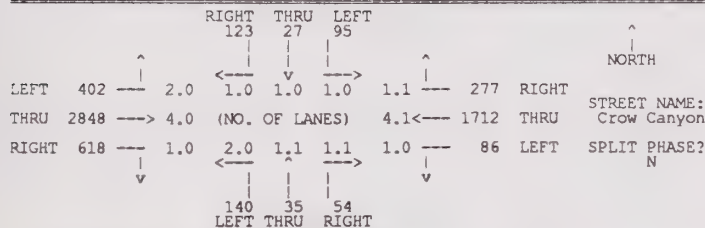
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Bulldout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Crow Cyn. Pl. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	54	54	1650	0.0327	
THRU (T)	35	35	1650	0.0212	
LEFT (L)	140	140	3000	0.0467	
T + R		89	1650	0.0539	0.0539
SB RIGHT (R)	123	0 *	1650	0.0000	
THRU (T)	27	27	1650	0.0164	
LEFT (L)	95	95	1650	0.0576	0.0576
EB RIGHT (R)	618	541 *	1650	0.3279	
THRU (T)	2848	2848	6600	0.4315	0.4315
LEFT (L)	402	402	3000	0.1340	
WB RIGHT (R)	277	277	1650	0.1679	
THRU (T)	1712	1712	6600	0.2594	
LEFT (L)	86	86	1650	0.0521	0.0521
T + R		1989	6600	0.3014	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
 INTERSECTION LEVEL OF SERVICE: A

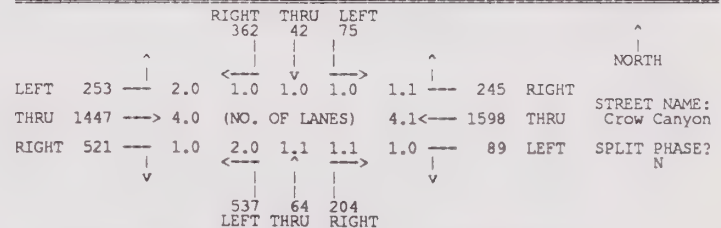
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1361 Crow Cyn. Pl. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Bulldout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Crow Cyn. Pl. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	204	204	1650	0.1236	
THRU (T)	64	64	1650	0.0388	
LEFT (L)	537	537	3000	0.1790	
T + R		268	1650	0.1624	0.1790
SB RIGHT (R)	362	223 *	1650	0.1352	0.1352
THRU (T)	42	42	1650	0.0255	
LEFT (L)	75	75	1650	0.0455	
EB RIGHT (R)	521	226 *	1650	0.1370	
THRU (T)	1447	1447	6600	0.2192	
LEFT (L)	253	253	3000	0.0843	0.0843
WB RIGHT (R)	245	245	1650	0.1485	
THRU (T)	1598	1598	6600	0.2421	
LEFT (L)	89	89	1650	0.0539	
T + R		1843	6600	0.2792	0.2792

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
 INTERSECTION LEVEL OF SERVICE: B

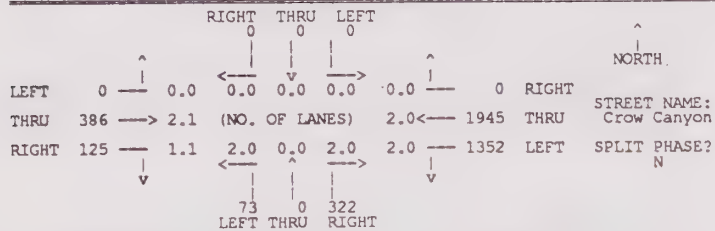
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	322	0 *	3127	0.0000	
LEFT (L)	73	73	3127	0.0233	0.0233
EB RIGHT (R)	125	125	1720	0.0727	
THRU (T)	386	386	3440	0.1122	
T + R		511	3440	0.1485	0.1485
WB THRU (T)	1945	1945	3440	0.5654	
LEFT (L)	1352	1352	3127	0.4324	0.4324

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
 INTERSECTION LEVEL OF SERVICE: A

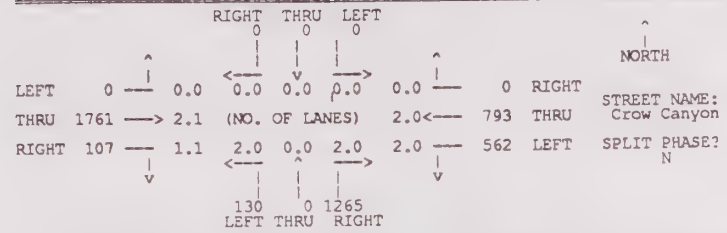
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1265	956 *	3127	0.3057	0.3057
LEFT (L)	130	130	3127	0.0416	
EB RIGHT (R)	107	107	1720	0.0622	
THRU (T)	1761	1761	3440	0.5119	
T + R		1868	3440	0.5430	0.5430
WB THRU (T)	793	793	3440	0.2305	
LEFT (L)	562	562	3127	0.1797	0.1797

TOTAL VOLUME-TO-CAPACITY RATIO: 1.03
 INTERSECTION LEVEL OF SERVICE: F

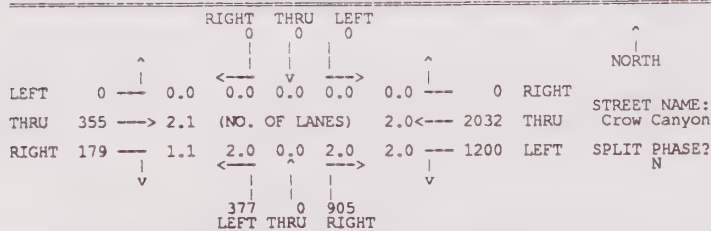
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	905	245 *	3127	0.0783	
LEFT (L)	377	377	3127	0.1206	0.1206
EB RIGHT (R)	179	179	1720	0.1041	
THRU (T)	355	355	3440	0.1032	
T + R		534	3440	0.1552	
WB THRU (T)	2032	2032	3440	0.5907	0.5907
LEFT (L)	1200	1200	3127	0.3838	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
 INTERSECTION LEVEL OF SERVICE: C

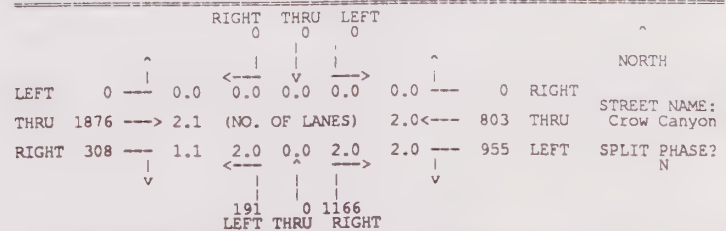
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1166	641 *	3127	0.2050	0.2050
LEFT (L)	191	191	3127	0.0611	
EB RIGHT (R)	308	308	1720	0.1791	
THRU (T)	1876	1876	3440	0.5453	
T + R		2184	3440	0.6349	0.6349
WB THRU (T)	803	803	3440	0.2334	
LEFT (L)	955	955	3127	0.3054	0.3054

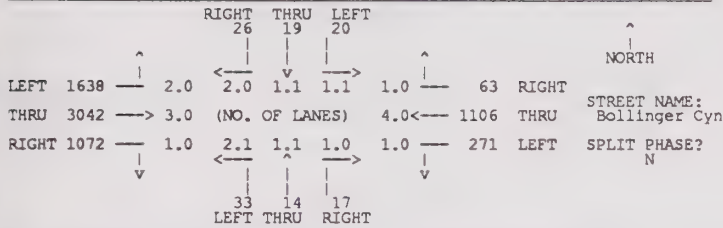
TOTAL VOLUME-TO-CAPACITY RATIO: 1.15
 INTERSECTION LEVEL OF SERVICE: F

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10/29/92

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
COUNT DATE/TIME: PEAK HOUR:
CONDITION : AM Buildout No Project FILE 29133-10



STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL						
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	0 *	1650	0.0000	
	THRU (T)	14	14	1650	0.0085	
	LEFT (L)	33	33	3000	0.0110	
	T + L		47	3000	0.0157	0.0157
SB	RIGHT (R)	26	0 *	3000	0.0000	
	THRU (T)	19	19	1650	0.0115	
	LEFT (L)	20	20	1650	0.0121	
	T + L		39	1650	0.0236	0.0236
EB	RIGHT (R)	1072	1054 *	1650	0.6388	0.6388
	THRU (T)	3042	3042	4950	0.6145	
	LEFT (L)	1638	1638	3000	0.5460	
WB	RIGHT (R)	63	43 *	1650	0.0261	
	THRU (T)	1106	1106	6600	0.1676	
	LEFT (L)	271	271	1650	0.1642	0.1642

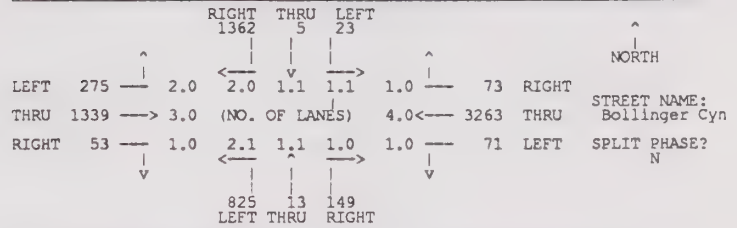
TOTAL VOLUME-TO-CAPACITY RATIO:	0.84
INTERSECTION LEVEL OF SERVICE:	D

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10/29/92

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Buildout No Project FILE 29133-10



STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL						
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	149	78 *	1650	0.0473	
	THRU (T)	13	13	1650	0.0739	
	LEFT (L)	825	825	3000	0.2750	
	T + L		838	3000	0.2793	0.2793
SB	RIGHT (R)	1362	1211 *	3000	0.4037	0.4037
	THRU (T)	5	5	1650	0.0030	
	LEFT (L)	23	23	1650	0.0139	
	T + L		28	1650	0.0170	
EB	RIGHT (R)	53	0 *	1650	0.0000	
	THRU (T)	1339	1339	4950	0.2705	
	LEFT (L)	275	275	3000	0.0917	0.0917
WB	RIGHT (R)	73	50 *	1650	0.0303	
	THRU (T)	3263	3263	6600	0.4944	0.4944
	LEFT (L)	71	71	1650	0.0430	

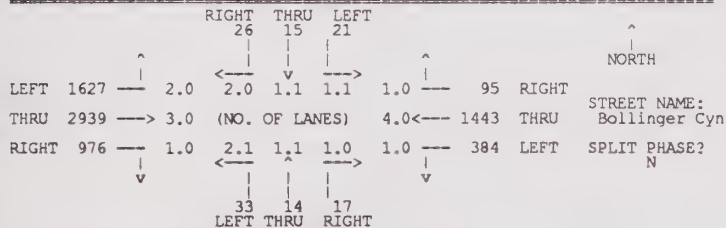
TOTAL VOLUME-TO-CAPACITY RATIO:	1.27
INTERSECTION LEVEL OF SERVICE:	F

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10/29/92

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
COUNT DATE/TIME: PEAK HOUR:
CONDITION : AM Buildout With Project FILE 29133-10



STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	0 *	1650	0.0000	
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + L		47	3000	0.0157	0.0157
SB RIGHT (R)	26	0 *	3000	0.0000	
THRU (T)	15	15	1650	0.0091	
LEFT (L)	21	21	1650	0.0127	
T + L		36	1650	0.0218	0.0218
EB RIGHT (R)	976	958 *	1650	0.5806	
THRU (T)	2939	2939	4950	0.5937	0.5937
LEFT (L)	1627	1627	3000	0.5423	
WB RIGHT (R)	95	74 *	1650	0.0448	
THRU (T)	1443	1443	6600	0.2186	
LEFT (L)	384	384	1650	0.2327	0.2327

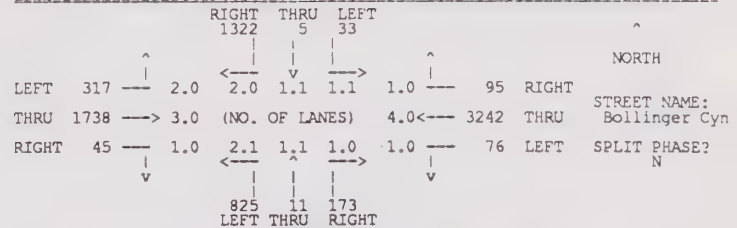
TOTAL VOLUME-TO-CAPACITY RATIO:	0.86
INTERSECTION LEVEL OF SERVICE:	D

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10/29/92

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Buildout With Project FILE 29133-10



STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	173	97 *	1650	0.0588	
THRU (T)	11	11	1650	0.0067	
LEFT (L)	825	825	3000	0.2750	
T + L		836	3000	0.2787	0.2787
SB RIGHT (R)	1322	1148 *	3000	0.3827	0.3827
THRU (T)	5	5	1650	0.0030	
LEFT (L)	33	33	1650	0.0200	
T + L		38	1650	0.0230	
EB RIGHT (R)	45	0 *	1650	0.0000	
THRU (T)	1738	1738	4950	0.3511	
LEFT (L)	317	317	3000	0.1057	0.1057
WB RIGHT (R)	95	62 *	1650	0.0376	
THRU (T)	3242	3242	6600	0.4912	0.4912
LEFT (L)	76	76	1650	0.0461	

TOTAL VOLUME-TO-CAPACITY RATIO:	1.26
INTERSECTION LEVEL OF SERVICE:	F

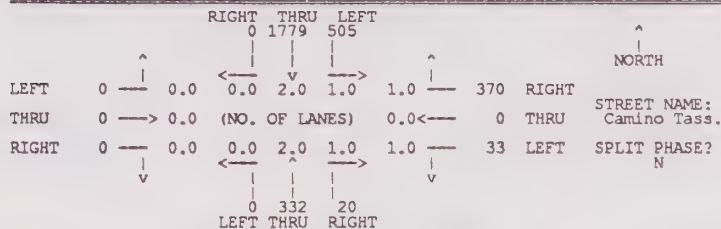
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Highland Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	20	0 *	1800	0.0000	
THRU (T)	332	332	3600	0.0922	
SB THRU (T)	1779	1779	3600	0.4942	0.4942
LEFT (L)	505	505	1800	0.2806	
WB RIGHT (R)	370	0 *	1800	0.0000	
LEFT (L)	33	33	1800	0.0183	0.0183

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
 INTERSECTION LEVEL OF SERVICE: A

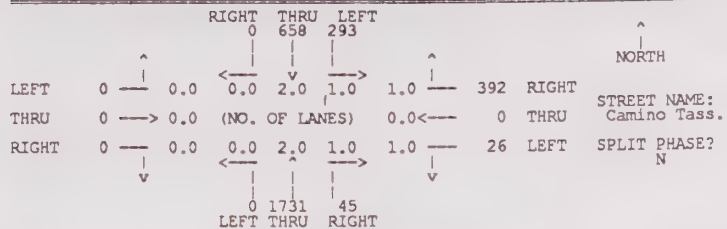
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Highland Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	45	19 *	1800	0.0106	
THRU (T)	1731	1731	3600	0.4808	0.4808
SB THRU (T)	658	658	3600	0.1828	
LEFT (L)	293	293	1800	0.1628	0.1628
WB RIGHT (R)	392	99 *	1800	0.0550	0.0550
LEFT (L)	26	26	1800	0.0144	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
 INTERSECTION LEVEL OF SERVICE: B

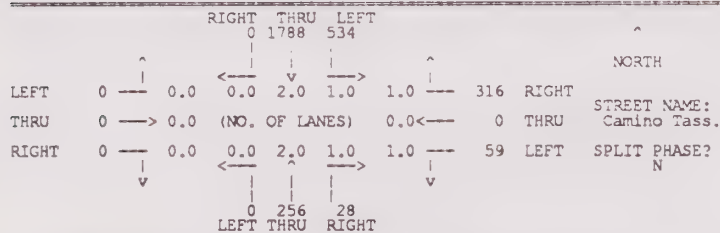
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Highland Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	28	0 *	1800	0.0000	
THRU (T)	256	256	3600	0.0711	
SB THRU (T)	1788	1788	3600	0.4967	0.4967
LEFT (L)	534	534	1800	0.2967	
WB RIGHT (R)	316	0 *	1800	0.0000	
LEFT (L)	59	59	1800	0.0328	0.0328

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
 INTERSECTION LEVEL OF SERVICE: A

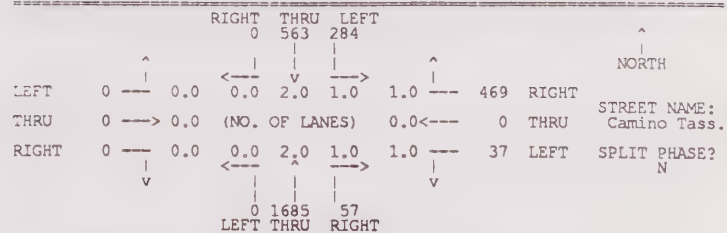
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1416 Highland Rd. and Camino Tass. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Highland Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	57	20 *	1800	0.0111	
THRU (T)	1685	1685	3600	0.4681	0.4681
SB THRU (T)	563	563	3600	0.1564	
LEFT (L)	284	284	1800	0.1578	0.1578
WB RIGHT (R)	469	185 *	1800	0.1028	0.1028
LEFT (L)	37	37	1800	0.0206	

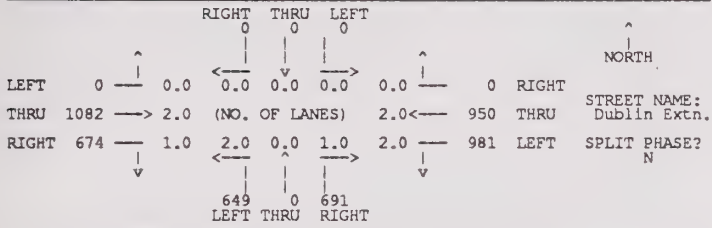
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
 INTERSECTION LEVEL OF SERVICE: C

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout No Project



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	691	151 *	1650	0.0915	0.2163
NB LEFT (L)	649	649	3000	0.2163	
EB RIGHT (R)	674	317 *	1650	0.1921	0.3279
EB THRU (T)	1082	1082	3300	0.3279	
WB THRU (T)	950	950	3300	0.2879	0.3270
WB LEFT (L)	981	981	3000	0.3270	

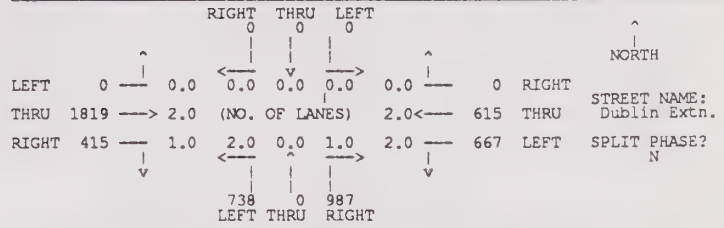
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout No Project



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	987	620 *	1650	0.3758	0.3758
NB LEFT (L)	738	738	3000	0.2460	
EB RIGHT (R)	415	9 *	1650	0.0055	0.5512
EB THRU (T)	1819	1819	3300	0.5512	
WB THRU (T)	615	615	3300	0.1864	0.2223
WB LEFT (L)	667	667	3000	0.2223	

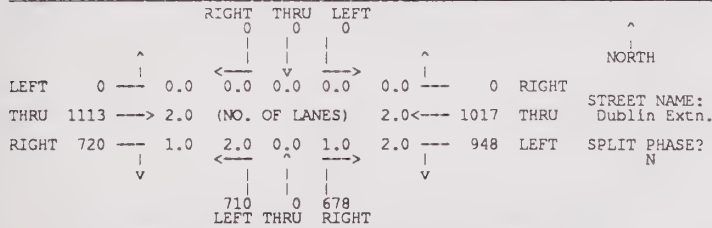
TOTAL VOLUME-TO-CAPACITY RATIO: 1.15
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout With Project



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	678	157 *	1650	0.0952	0.2367
NB LEFT (L)	710	710	3000	0.2367	
EB RIGHT (R)	720	330 *	1650	0.2000	0.3373
EB THRU (T)	1113	1113	3300	0.3373	
WB THRU (T)	1017	1017	3300	0.3082	0.3160
WB LEFT (L)	948	948	3000	0.3160	

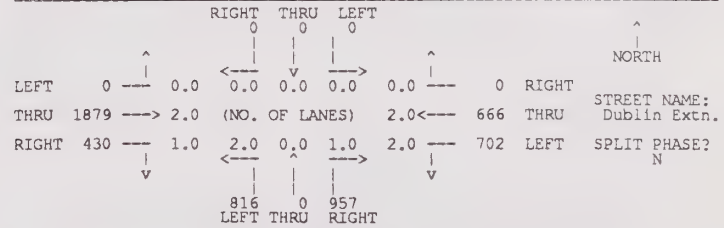
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout With Project



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	957	571 *	1650	0.3461	0.3461
NB LEFT (L)	816	816	3000	0.2720	
EB RIGHT (R)	430	0 *	1650	0.0000	0.5694
EB THRU (T)	1879	1879	3300	0.5694	
WB THRU (T)	666	666	3300	0.2018	0.2340
WB LEFT (L)	702	702	3000	0.2340	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.15
 INTERSECTION LEVEL OF SERVICE: F

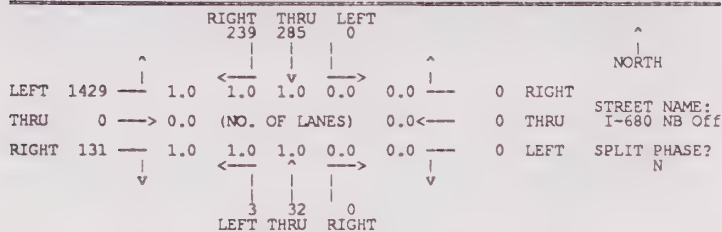
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout No Project FILE 29133-10



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	32	32	1650	0.0194	0.0018
LEFT (L)	3	3	1650	0.0018	
SB RIGHT (R)	239	0 *	1650	0.0000	0.1727
THRU (T)	285	285	1650	0.1727	
EB RIGHT (R)	131	128 *	1650	0.0776	0.8661
LEFT (L)	1429	1429	1650	0.8661	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.04
 INTERSECTION LEVEL OF SERVICE: F

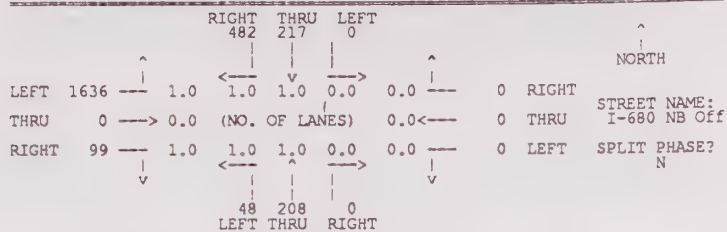
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout No Project FILE 29133-10



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	208	208	1650	0.1261	0.0291
LEFT (L)	48	48	1650	0.0291	
SB RIGHT (R)	482	0 *	1650	0.0000	0.1315
THRU (T)	217	217	1650	0.1315	
EB RIGHT (R)	99	51 *	1650	0.0309	0.9915 **
LEFT (L)	1636	1636	1650	0.9915 **	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.15
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

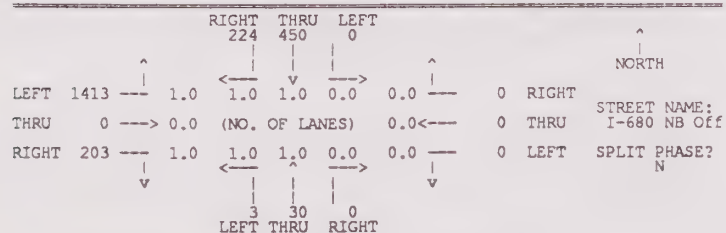
** APPROACHING OR EXCEEDING CAPACITY

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project FILE 29133-10



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	30	30	1650	0.0182	0.0018
LEFT (L)	3	3	1650	0.0018	
SB RIGHT (R)	224	0 *	1650	0.0000	0.2727
THRU (T)	450	450	1650	0.2727	
EB RIGHT (R)	203	200 *	1650	0.1212	0.8564
LEFT (L)	1413	1413	1650	0.8564	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.13
 INTERSECTION LEVEL OF SERVICE: F

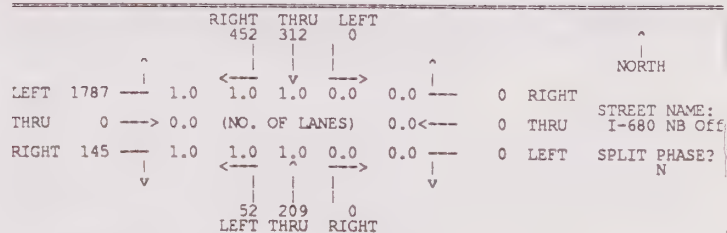
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project FILE 29133-10



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	209	209	1650	0.1267	0.0315
LEFT (L)	52	52	1650	0.0315	
SB RIGHT (R)	452	0 *	1650	0.0000	0.1891
THRU (T)	312	312	1650	0.1891	
EB RIGHT (R)	145	93 *	1650	0.0564	1.0830 **
LEFT (L)	1787	1787	1650	1.0830 **	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.30
 INTERSECTION LEVEL OF SERVICE: F

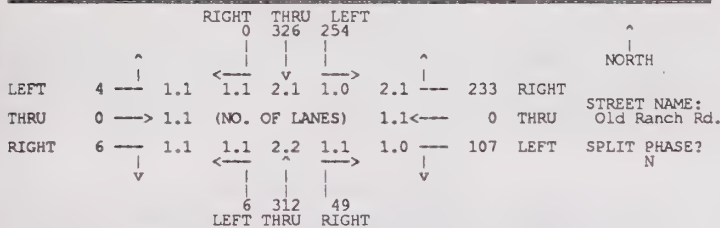
* ADJUSTED FOR RIGHT TURN ON RED

** APPROACHING OR EXCEEDING CAPACITY

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	49	49	1800	0.0272	
THRU (T)	312	312	3600	0.0867	
LEFT (L)	6	6	1800	0.0033	
T + R		361	3600	0.1003	
T + L		318	3600	0.0883	
T + R + L		367	3600	0.1019	0.1019
SB RIGHT (R)	0	0	1800	0.0000	
THRU (T)	326	326	3600	0.0906	
LEFT (L)	254	254	1800	0.1411	0.1411
T + R		326	3600	0.0906	
EB RIGHT (R)	6	6	1800	0.0033	
THRU (T)	0	0	1800	0.0000	
LEFT (L)	4	4	1800	0.0022	
T + R		6	1800	0.0033	
T + L		4	1800	0.0022	
T + R + L		10	1800	0.0056	0.0056
WB RIGHT (R)	233	0 *	3273	0.0000	
THRU (T)	0	0	1800	0.0000	
LEFT (L)	107	107	1800	0.0594	0.0594
T + R		0	3273	0.0000	

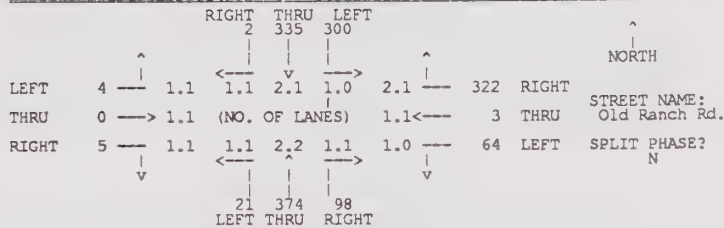
TOTAL VOLUME-TO-CAPACITY RATIO: 0.31
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2264 Alcosta Blvd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION

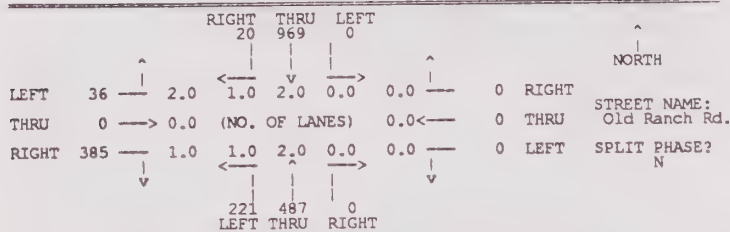


STREET NAME: Alcosta Blvd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	98	98	1800	0.0544	
THRU (T)	374	374	3600	0.1039	
LEFT (L)	21	21	1800	0.0117	
T + R		472	3600	0.1311	
T + L		395	3600	0.1097	
T + R + L		493	3600	0.1369	0.1369</

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



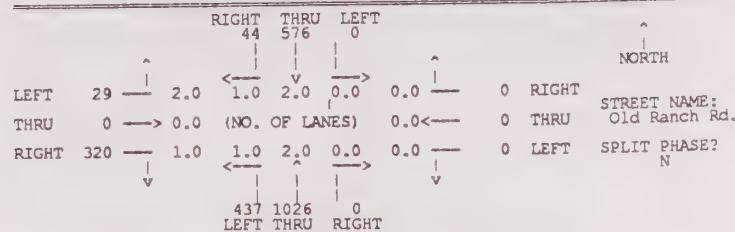
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	487	487	3600	0.1353	
LEFT (L)	221	221	1800	0.1228	0.1228
SB RIGHT (R)	20	0 *	1800	0.0000	
THRU (T)	969	969	3600	0.2692	0.2692
EB RIGHT (R)	385	164 *	1800	0.0911	0.0911
LEFT (L)	36	36	3273	0.0110	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



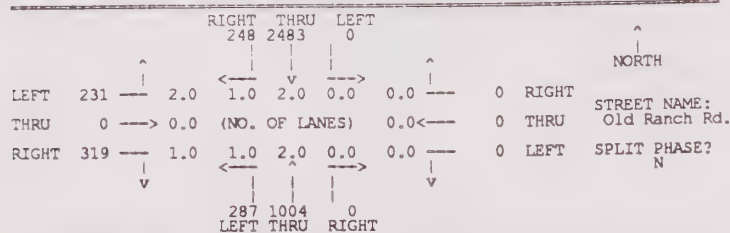
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1026	1026	3600	0.2850	
LEFT (L)	437	437	1800	0.2428	0.2428
SB RIGHT (R)	44	28 *	1800	0.0156	
THRU (T)	576	576	3600	0.1600	0.1600
EB RIGHT (R)	320	0 *	1800	0.0000	
LEFT (L)	29	29	3273	0.0089	0.0089

TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



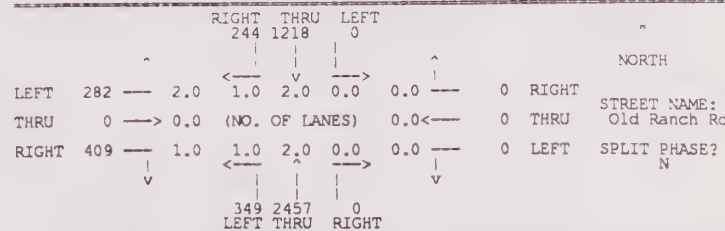
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1004	1004	3600	0.2789	
LEFT (L)	287	287	1800	0.1594	0.1594
SB RIGHT (R)	248	121 *	1800	0.0672	
THRU (T)	2483	2483	3600	0.6897	0.6897
EB RIGHT (R)	319	32 *	1800	0.0178	
LEFT (L)	231	231	3273	0.0706	0.0706

TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



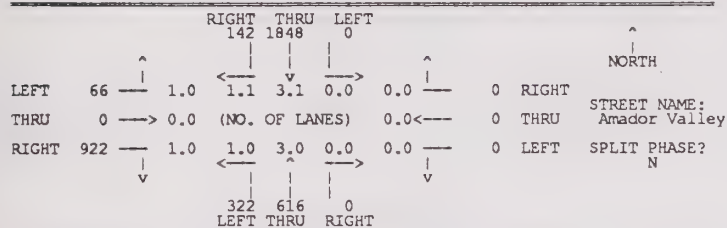
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	2457	2457	3600	0.6825	
LEFT (L)	349	349	1800	0.1939	0.1939
SB RIGHT (R)	244	89 *	1800	0.0494	
THRU (T)	1218	1218	3600	0.3383	
EB RIGHT (R)	409	60 *	1800	0.0333	
LEFT (L)	282	282	3273	0.0862	0.0862

TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL

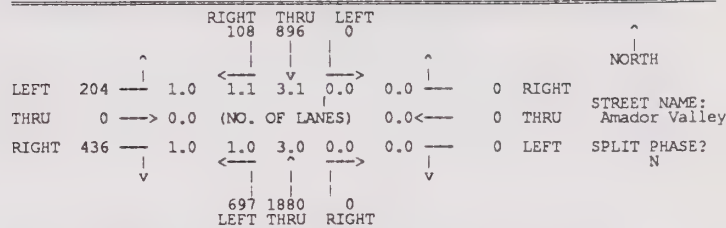
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	616	616	4950	0.1244	
LEFT (L)	322	322	1650	0.1952	0.1952
SB RIGHT (R)	142	142	1650	0.0861	
THRU (T)	1848	1848	4950	0.3733	
T + R		1990	4950	0.4020	0.4020
EB RIGHT (R)	922	600 *	1650	0.3636	0.3636
LEFT (L)	66	66	1650	0.0400	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL

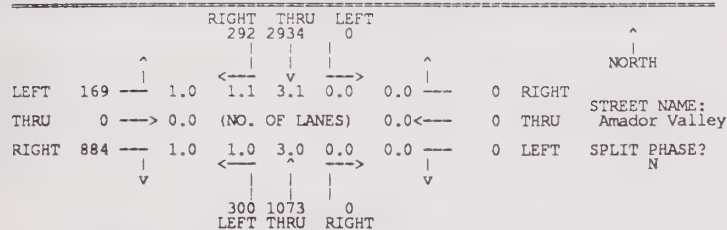
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1880	1880	4950	0.3798	
LEFT (L)	697	697	1650	0.4224	0.4224
SB RIGHT (R)	108	108	1650	0.0655	
THRU (T)	896	896	4950	0.1810	
T + R		1004	4950	0.2028	0.2028
EB RIGHT (R)	436	0 *	1650	0.0000	
LEFT (L)	204	204	1650	0.1236	0.1236

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL

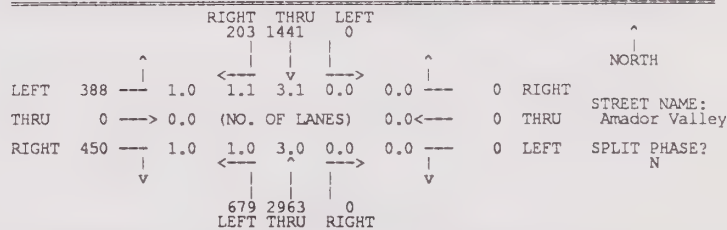
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1073	1073	4950	0.2168	
LEFT (L)	300	300	1650	0.1818	0.1818
SB RIGHT (R)	292	292	1650	0.1770	
THRU (T)	2934	2934	4950	0.5927	
T + R		3226	4950	0.6517	0.6517
EB RIGHT (R)	884	584 *	1650	0.3539	0.3539
LEFT (L)	169	169	1650	0.1024	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.19
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	2963	2963	4950	0.5986	
LEFT (L)	679	679	1650	0.4115	0.4115
SB RIGHT (R)	203	203	1650	0.1230	
THRU (T)	1441	1441	4950	0.2911	
T + R		1644	4950	0.3321	0.3321
EB RIGHT (R)	450	0 *	1650	0.0000	
LEFT (L)	388	388	1650	0.2352	0.2352

TOTAL VOLUME-TO-CAPACITY RATIO: 0.98
 INTERSECTION LEVEL OF SERVICE: E

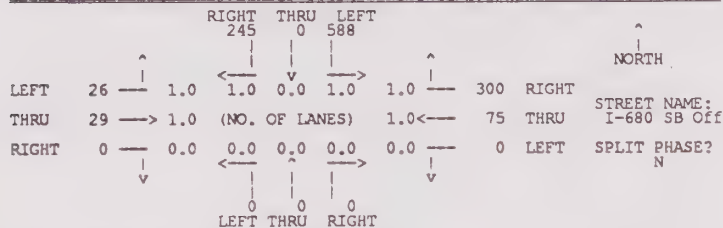
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	245	219 *	1720	0.1273	
LEFT (L)	588	588	1720	0.3419	0.3419
EB THRU (T)	29	29	1720	0.0169	
LEFT (L)	26	26	1720	0.0151	0.0151
WB RIGHT (R)	300	0 *	1720	0.0000	
THRU (T)	75	75	1720	0.0436	0.0436

TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
 INTERSECTION LEVEL OF SERVICE: A

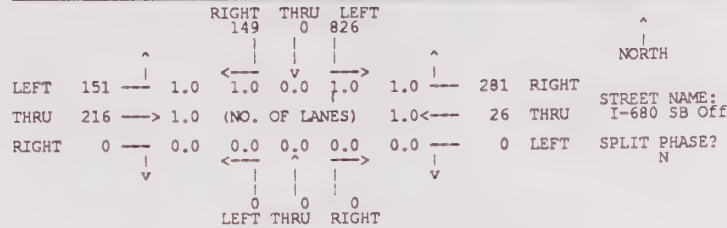
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	149	0 *	1720	0.0000	
LEFT (L)	826	826	1720	0.4802	0.4802
EB THRU (T)	216	216	1720	0.1256	
LEFT (L)	151	151	1720	0.0878	0.1256
WB RIGHT (R)	281	0 *	1720	0.0000	
THRU (T)	26	26	1720	0.0151	0.0151

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
 INTERSECTION LEVEL OF SERVICE: B

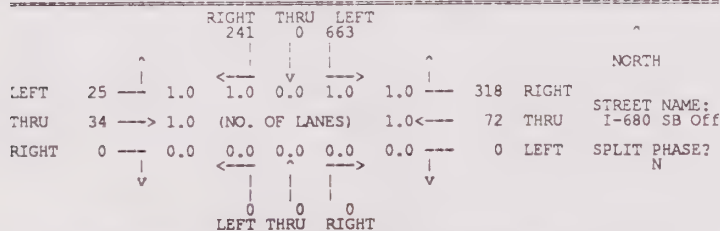
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	241	216 *	1720	0.1256	
LEFT (L)	663	663	1720	0.3855	0.3855
EB THRU (T)	34	34	1720	0.0198	
LEFT (L)	25	25	1720	0.0145	0.0145
WB RIGHT (R)	318	0 *	1720	0.0000	
THRU (T)	72	72	1720	0.0419	0.0419

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
 INTERSECTION LEVEL OF SERVICE: A

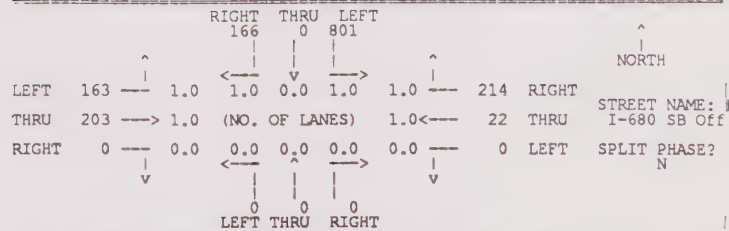
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2285 Amador Plaza and I-680 SB Off DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Amador Plaza SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	166	3 *	1720	0.0017	
LEFT (L)	801	801	1720	0.4657	0.4657
EB THRU (T)	203	203	1720	0.1180	
LEFT (L)	163	163	1720	0.0948	0.1180
WB RIGHT (R)	214	0 *	1720	0.0000	
THRU (T)	22	22	1720	0.0128	0.0128

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

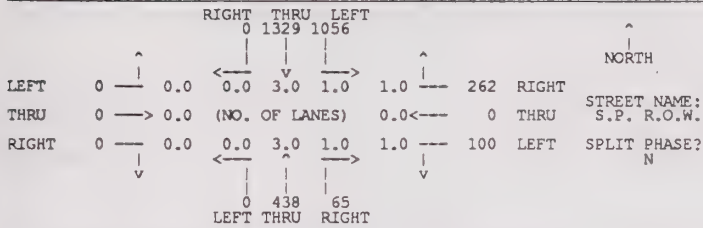
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	65	0 *	1720	0.0000	
THRU (T)	438	438	5160	0.0849	0.0849
SB THRU (T)	1329	1329	5160	0.2576	
LEFT (L)	1056	1056	1720	0.6140	0.6140
WB RIGHT (R)	262	0 *	1720	0.0000	
LEFT (L)	100	100	1720	0.0581	0.0581

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
 INTERSECTION LEVEL OF SERVICE: C

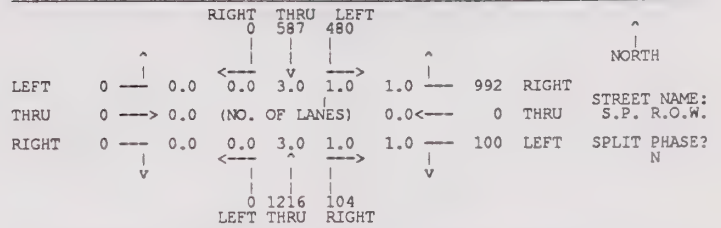
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	104	4 *	1720	0.0023	
THRU (T)	1216	1216	5160	0.2357	0.2357
SB THRU (T)	587	587	5160	0.1138	
LEFT (L)	480	480	1720	0.2791	0.2791
WB RIGHT (R)	992	512 *	1720	0.2977	0.2977
LEFT (L)	100	100	1720	0.0581	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

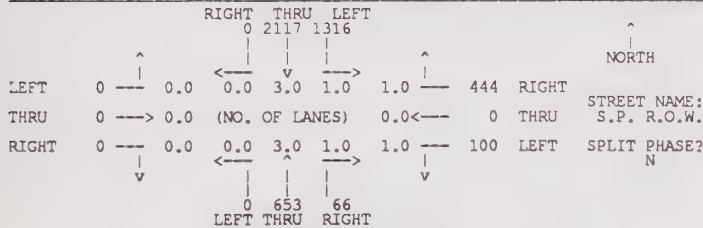
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	66	0 *	1720	0.0000	
THRU (T)	653	653	5160	0.1266	0.1266
SB THRU (T)	2117	2117	5160	0.4103	
LEFT (L)	1316	1316	1720	0.7651	0.7651
WB RIGHT (R)	444	0 *	1720	0.0000	
LEFT (L)	100	100	1720	0.0581	0.0581

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
 INTERSECTION LEVEL OF SERVICE: E

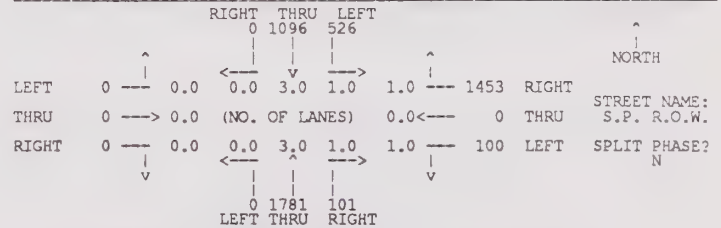
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	101	1 *	1720	0.0006	
THRU (T)	1781	1781	5160	0.3452	0.3452
SB THRU (T)	1096	1096	5160	0.2124	
LEFT (L)	526	526	1720	0.3058	0.3058
WB RIGHT (R)	1453	927 *	1720	0.5390	0.5390
LEFT (L)	100	100	1720	0.0581	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.19
 INTERSECTION LEVEL OF SERVICE: F

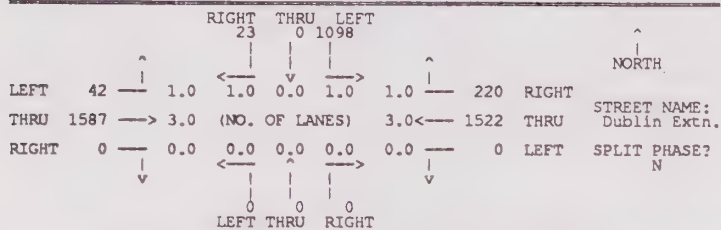
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	23	0 *	1720	0.0000	
LEFT (L)	1098	1098	1720	0.6384	0.6384
EB THRU (T)	1587	1587	5160	0.3076	
LEFT (L)	42	42	1720	0.0244	0.0244
WB RIGHT (R)	220	0 *	1720	0.0000	
THRU (T)	1522	1522	5160	0.2950	0.2950

TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
 INTERSECTION LEVEL OF SERVICE: E

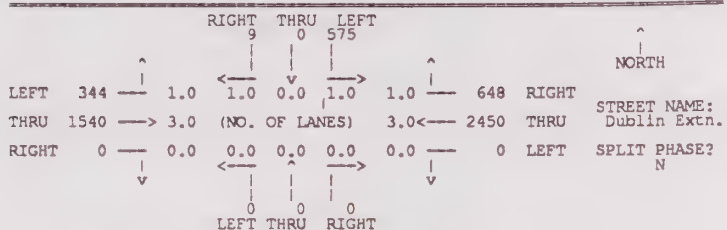
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	9	0 *	1720	0.0000	
LEFT (L)	575	575	1720	0.3343	0.3343
EB THRU (T)	1540	1540	5160	0.2984	
LEFT (L)	344	344	1720	0.2000	0.2000
WB RIGHT (R)	648	73 *	1720	0.0424	
THRU (T)	2450	2450	5160	0.4748	0.4748

TOTAL VOLUME-TO-CAPACITY RATIO: 1.01
 INTERSECTION LEVEL OF SERVICE: F

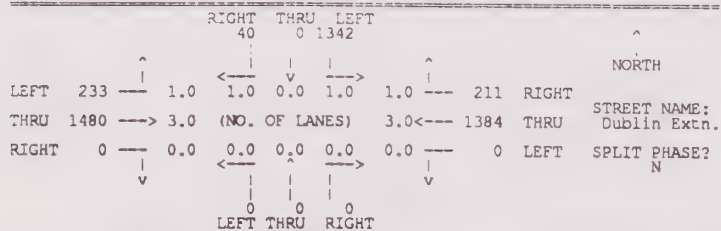
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	40	0 *	1720	0.0000	
LEFT (L)	1342	1342	1720	0.7802	0.7802
EB THRU (T)	1480	1480	5160	0.2868	
LEFT (L)	233	233	1720	0.1355	0.1355
WB RIGHT (R)	211	0 *	1720	0.0000	
THRU (T)	1384	1384	5160	0.2682	0.2682

TOTAL VOLUME-TO-CAPACITY RATIO: 1.18
 INTERSECTION LEVEL OF SERVICE: F

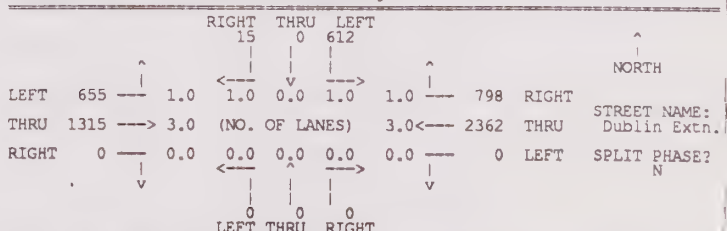
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	15	0 *	1720	0.0000	
LEFT (L)	612	612	1720	0.3558	0.3558
EB THRU (T)	1315	1315	5160	0.2548	
LEFT (L)	655	655	1720	0.3808	0.3808
WB RIGHT (R)	798	186 *	1720	0.1081	
THRU (T)	2362	2362	5160	0.4578	0.4578

TOTAL VOLUME-TO-CAPACITY RATIO: 1.19
 INTERSECTION LEVEL OF SERVICE: F

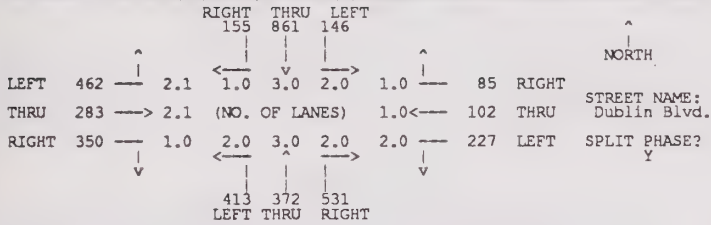
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	531	406 *	3000	0.1353	
THRU (T)	372	372	4950	0.0752	
LEFT (L)	413	413	3000	0.1377	0.1377
SB RIGHT (R)	155	0 *	1650	0.0000	
THRU (T)	861	861	4950	0.1739	0.1739
LEFT (L)	146	146	3000	0.0487	
EB RIGHT (R)	350	123 *	1650	0.0745	
THRU (T)	283	283	3300	0.0858	
LEFT (L)	462	462	3000	0.1540	
T + L		745	4650	0.1602	0.1602
WB RIGHT (R)	85	5 *	1650	0.0030	
THRU (T)	102	102	1650	0.0618	
LEFT (L)	227	227	3000	0.0757	0.0757

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

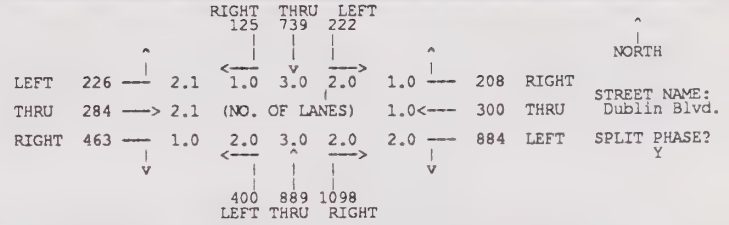
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1098	612 *	3000	0.2040	
THRU (T)	889	889	4950	0.1796	
LEFT (L)	400	400	3000	0.1333	0.1333
SB RIGHT (R)	125	1 *	1650	0.0006	
THRU (T)	739	739	4950	0.1493	0.1493
LEFT (L)	222	222	3000	0.0740	
EB RIGHT (R)	463	243 *	1650	0.1473	0.1473
THRU (T)	284	284	3300	0.0861	
LEFT (L)	226	226	3000	0.0753	
T + L		510	4650	0.1097	
WB RIGHT (R)	208	86 *	1650	0.0521	
THRU (T)	300	300	1650	0.1818	
LEFT (L)	884	884	3000	0.2947	0.2947

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

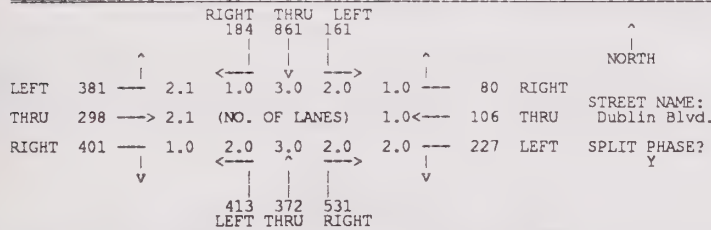
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	531	406 *	3000	0.1353	
THRU (T)	372	372	4950	0.0752	
LEFT (L)	413	413	3000	0.1377	0.1377
SB RIGHT (R)	184	0 *	1650	0.0000	
THRU (T)	861	861	4950	0.1739	0.1739
LEFT (L)	161	161	3000	0.0537	
EB RIGHT (R)	401	174 *	1650	0.1055	
THRU (T)	298	298	3300	0.0903	
LEFT (L)	381	381	3000	0.1270	
T + L		679	4650	0.1460	0.1460
WB RIGHT (R)	80	0 *	1650	0.0000	
THRU (T)	106	106	1650	0.0642	
LEFT (L)	227	227	3000	0.0757	0.0757

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
INTERSECTION LEVEL OF SERVICE: A

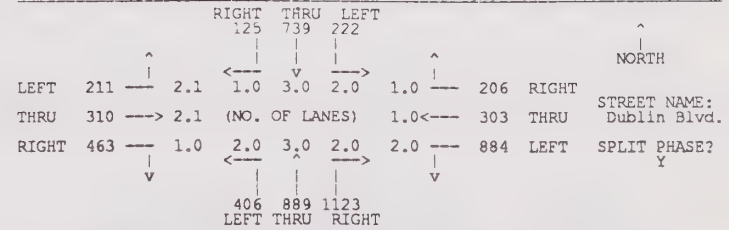
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2301 San Ramon Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: San Ramon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

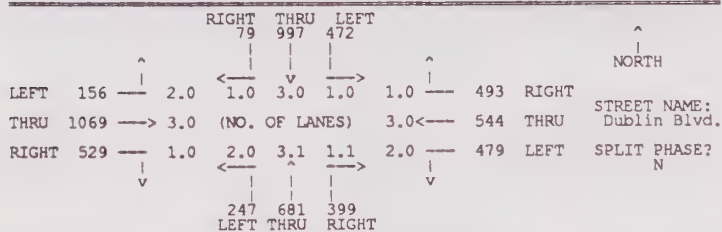
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1123	637 *	3000	0.2123	0.2123
THRU (T)	889	889	4950	0.1796	
LEFT (L)	406	406	3000	0.1353	
SB RIGHT (R)	125	9 *	1650	0.0055	
THRU (T)	739	739	4950	0.1493	
LEFT (L)	222	222	3000	0.0740	0.0740
EB RIGHT (R)	463	240 *	1650	0.1455	0.1455
THRU (T)	310	310	3300	0.0939	
LEFT (L)	211	211	3000	0.0703	
T + L		521	4650	0.1120	
WB RIGHT (R)	206	84 *	1650	0.0509	
THRU (T)	303	303	1650	0.1836	
LEFT (L)	884	884	3000	0.2947	0.2947

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout No Project FILE 29133-10

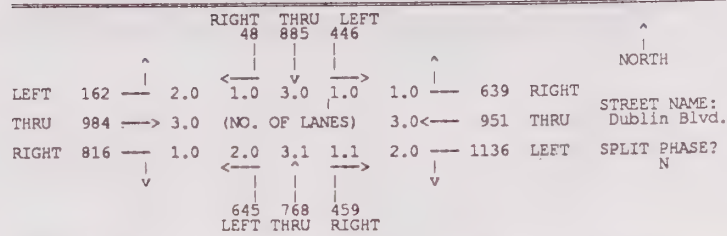


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	399	399	1650	0.2418	0.2418
THRU (T)	681	681	4950	0.1376	
LEFT (L)	247	247	3000	0.0823	
T + R		1080	4950	0.2182	
SB RIGHT (R)	79	0 *	1650	0.0000	0.2861
THRU (T)	997	997	4950	0.2014	
LEFT (L)	472	472	1650	0.2861	
EB RIGHT (R)	529	393 *	1650	0.2382	0.2382
THRU (T)	1069	1069	4950	0.2160	
LEFT (L)	156	156	3000	0.0520	
WB RIGHT (R)	493	21 *	1650	0.0127	0.1597
THRU (T)	544	544	4950	0.1099	
LEFT (L)	479	479	3000	0.1597	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.93
INTERSECTION LEVEL OF SERVICE:					E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout No Project FILE 29133-10

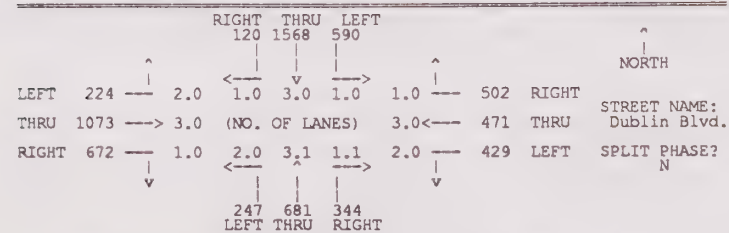


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	459	459	1650	0.2782	0.2782
THRU (T)	768	768	4950	0.1552	
LEFT (L)	645	645	3000	0.2150	
T + R		1227	4950	0.2479	
SB RIGHT (R)	48	0 *	1650	0.0000	0.2703
THRU (T)	885	885	4950	0.1788	
LEFT (L)	446	446	1650	0.2703	
EB RIGHT (R)	816	461 *	1650	0.2794	0.2794
THRU (T)	984	984	4950	0.1988	
LEFT (L)	162	162	3000	0.0540	
WB RIGHT (R)	639	193 *	1650	0.1170	0.3787
THRU (T)	951	951	4950	0.1921	
LEFT (L)	1136	1136	3000	0.3787	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.21
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project FILE 29133-10

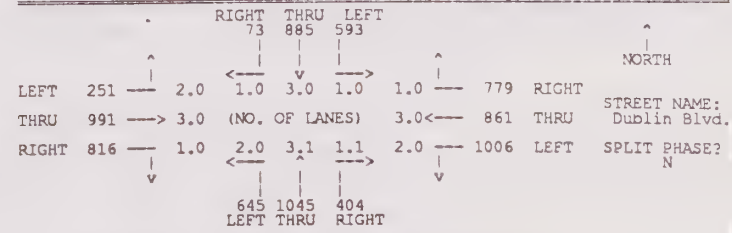


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	344	344	1650	0.2085	0.2085
THRU (T)	681	681	4950	0.1376	
LEFT (L)	247	247	3000	0.0823	
T + R		1025	4950	0.2071	
SB RIGHT (R)	120	0 *	1650	0.0000	0.3576
THRU (T)	1568	1568	4950	0.3168	
LEFT (L)	590	590	1650	0.3576	
EB RIGHT (R)	672	536 *	1650	0.3248	0.3248
THRU (T)	1073	1073	4950	0.2168	
LEFT (L)	224	224	3000	0.0747	
WB RIGHT (R)	502	0 *	1650	0.0000	0.1430
THRU (T)	471	471	4950	0.0952	
LEFT (L)	429	429	3000	0.1430	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.03
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project FILE 29133-10



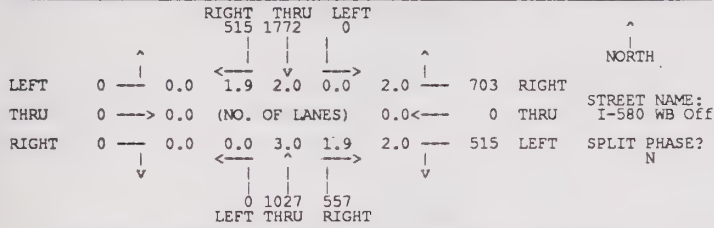
6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	404	404	1650	0.2448	0.2927
THRU (T)	1045	1045	4950	0.2111	
LEFT (L)	645	645	3000	0.2150	
T + R		1449	4950	0.2927	
SB RIGHT (R)	73	0 *	1650	0.0000	0.3594
THRU (T)	885	885	4950	0.1788	
LEFT (L)	593	593	1650	0.3594	
EB RIGHT (R)	816	461 *	1650	0.2794	0.2794
THRU (T)	991	991	4950	0.2002	
LEFT (L)	251	251	3000	0.0837	
WB RIGHT (R)	779	186 *	1650	0.1127	0.3353
THRU (T)	861	861	4950	0.1739	
LEFT (L)	1006	1006	3000	0.3353	
TOTAL VOLUME-TO-CAPACITY RATIO:					1.27
INTERSECTION LEVEL OF SERVICE:					F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout No Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

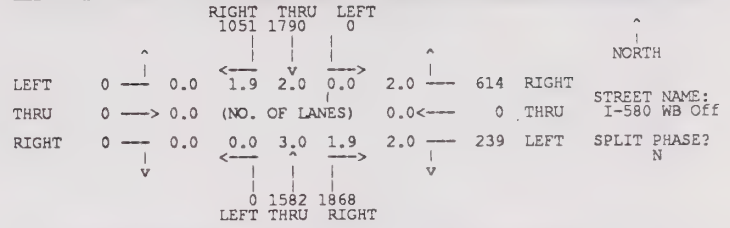
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	557	557	1800	0.3094	
THRU (T)	1027	1027	5400	0.1902	
SB RIGHT (R)	515	515	1800	0.2861	
THRU (T)	1772	1772	3600	0.4922	0.4922
WB RIGHT (R)	703	3 *\$	3273	0.0009	
LEFT (L)	515	515	3273	0.1573	0.1573

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout No Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

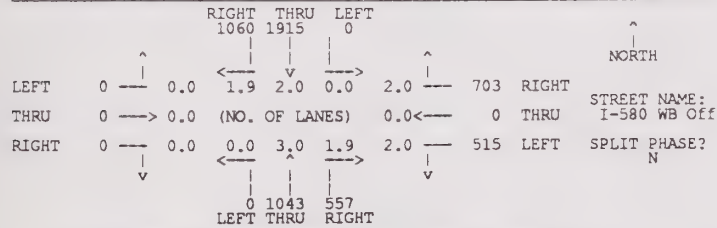
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1868	1868	1800	1.0378 **	
THRU (T)	1582	1582	5400	0.2930	
SB RIGHT (R)	1051	1051	1800	0.5839	
THRU (T)	1790	1790	3600	0.4972	0.4972
WB RIGHT (R)	614	96 *\$	3273	0.0293	
LEFT (L)	239	239	3273	0.0730	0.0730

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout With Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

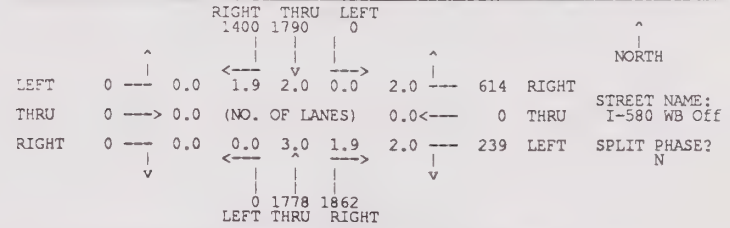
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	557	557	1800	0.3094	
THRU (T)	1043	1043	5400	0.1931	
SB RIGHT (R)	1060	1060	1800	0.5889	
THRU (T)	1915	1915	3600	0.5319	0.5319
WB RIGHT (R)	703	3 *\$	3273	0.0009	
LEFT (L)	515	515	3273	0.1573	0.1573

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2308 Dougherty Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout With Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

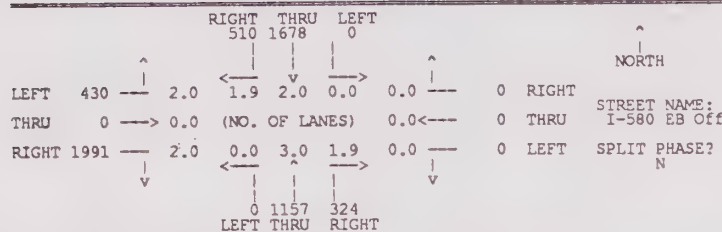
2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1862	1862	1800	1.0344 **	
THRU (T)	1778	1778	5400	0.3293	
SB RIGHT (R)	1400	1400	1800	0.7778	
THRU (T)	1790	1790	3600	0.4972	0.4972
WB RIGHT (R)	614	292 *\$	3273	0.0892	
LEFT (L)	239	239	3273	0.0730	0.0730

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



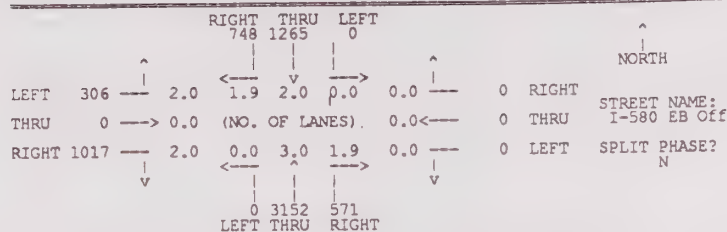
STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	324	324	1800	0.1800	
THRU (T)	1157	1157	5400	0.2143	
SB RIGHT (R)	510	510	1800	0.2833	0.4661
THRU (T)	1678	1678	3600	0.4661	
EB RIGHT (R)	1991	1569 *\$	3273	0.4794	0.4794
LEFT (L)	430	430	3273	0.1314	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



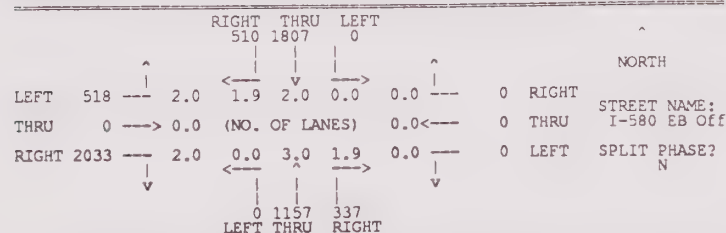
STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	3152	3152	5400	0.5837	0.5837
SB RIGHT (R)	748	748	1800	0.4156	
THRU (T)	1265	1265	3600	0.3514	
EB RIGHT (R)	1017	317 *\$	3273	0.0969	0.0969
LEFT (L)	306	306	3273	0.0935	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



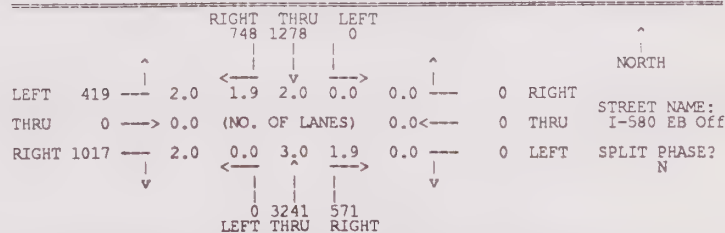
STREET NAME: Hopyard Rd. SPLIT PHASE? N

2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	337	337	1800	0.1872	
THRU (T)	1157	1157	5400	0.2143	
SB RIGHT (R)	510	510	1800	0.2833	0.5019
THRU (T)	1807	1807	3600	0.5019	
EB RIGHT (R)	2033	1740 *\$	3273	0.5316	0.5316
LEFT (L)	518	518	3273	0.1583	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.03
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hopyard Rd. SPLIT PHASE? N

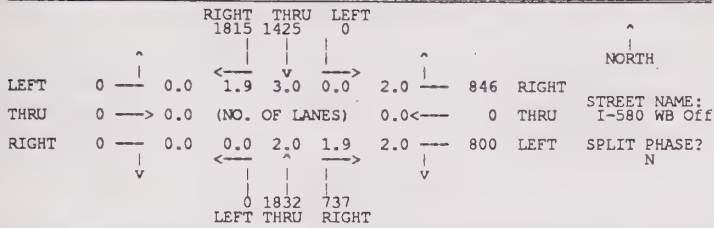
2 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	3241	3241	5400	0.6002	0.6002
SB RIGHT (R)	748	748	1800	0.4156	
THRU (T)	1278	1278	3600	0.3550	
EB RIGHT (R)	1017	317 *\$	3273	0.0969	
LEFT (L)	419	419	3273	0.1280	0.1280

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout No Project



STREET NAME: Tassajara Rd. SPLIT PHASE? N

4 PHASE SIGNAL

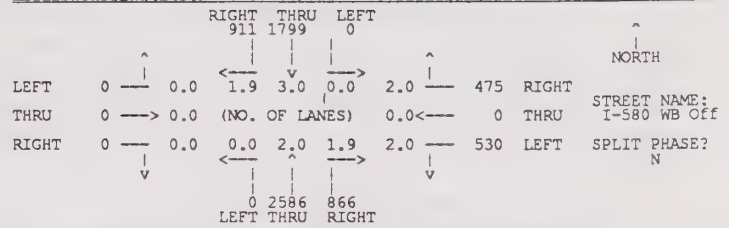
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	0.5552
THRU (T)	1832	1832	3300	0.5552	
SB RIGHT (R)	1815	1815	1650	1.1000 **	0.2879
THRU (T)	1425	1425	4950	0.2879	
WB RIGHT (R)	846	846	3000	0.2820	0.2820
LEFT (L)	800	800	3000	0.2667	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout No Project



STREET NAME: Tassajara Rd. SPLIT PHASE? N

4 PHASE SIGNAL

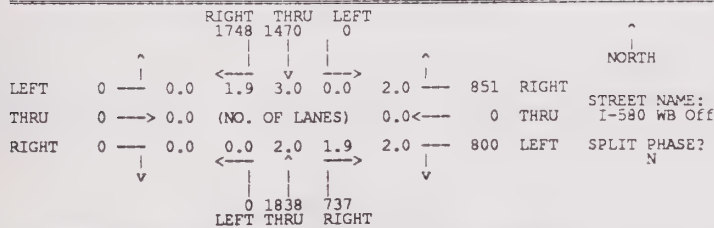
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	0.7836
THRU (T)	2586	2586	3300	0.7836	
SB RIGHT (R)	911	911	1650	0.5521	0.3634
THRU (T)	1799	1799	4950	0.3634	
WB RIGHT (R)	475	475	3000	0.1583	0.1767
LEFT (L)	530	530	3000	0.1767	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout With Project



STREET NAME: Tassajara Rd. SPLIT PHASE? N

4 PHASE SIGNAL

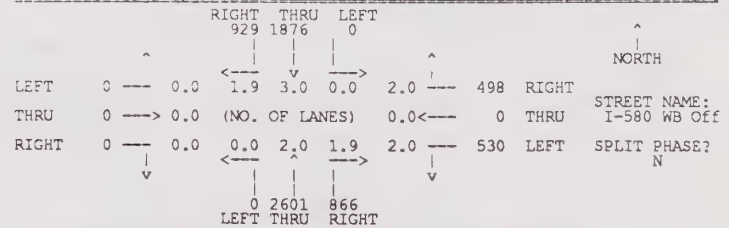
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	0.5570
THRU (T)	1838	1838	3300	0.5570	
SB RIGHT (R)	1748	1748	1650	1.0594 **	0.2970
THRU (T)	1470	1470	4950	0.2970	
WB RIGHT (R)	851	851	3000	0.2837	0.2837
LEFT (L)	800	800	3000	0.2667	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout With Project



STREET NAME: Tassajara Rd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	0.7882
THRU (T)	2601	2601	3300	0.7882	
SB RIGHT (R)	929	929	1650	0.5630	0.3790
THRU (T)	1876	1876	4950	0.3790	
WB RIGHT (R)	498	498	3000	0.1660	0.1767
LEFT (L)	530	530	3000	0.1767	

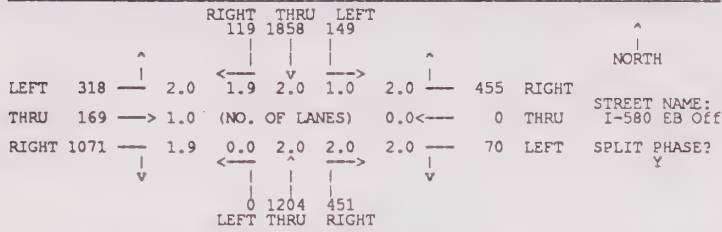
TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	1204	1204	3300	0.3648	
SB RIGHT (R)	119	119	1650	0.0721	
THRU (T)	1858	1858	3300	0.5630	0.5630
LEFT (L)	149	149	1650	0.0903	
EB RIGHT (R)	1071	1071	1650	0.6491	
THRU (T)	169	169	1650	0.1024	
LEFT (L)	318	318	3000	0.1060	0.1060
WB RIGHT (R)	455	306 *	3000	0.1020	0.1020
LEFT (L)	70	70	3000	0.0233	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
 INTERSECTION LEVEL OF SERVICE: C

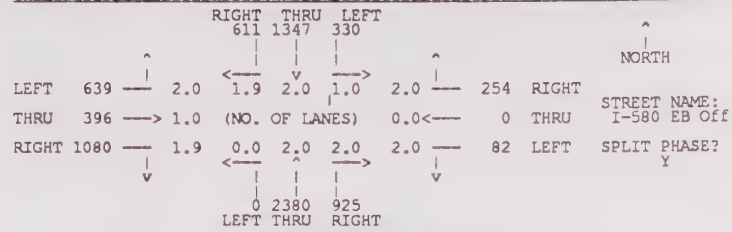
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	925	880 *	3000	0.2933	
THRU (T)	2380	2380	3300	0.7212	0.7212
SB RIGHT (R)	611	611	1650	0.3703	
THRU (T)	1347	1347	3300	0.4082	
LEFT (L)	330	330	1650	0.2000	0.2000
EB RIGHT (R)	1080	1080	1650	0.6545	
THRU (T)	396	396	1650	0.2400	0.2400
LEFT (L)	639	639	3000	0.2130	
WB RIGHT (R)	254	0 *	3000	0.0000	
LEFT (L)	82	82	3000	0.0273	0.0273

TOTAL VOLUME-TO-CAPACITY RATIO: 1.19
 INTERSECTION LEVEL OF SERVICE: F

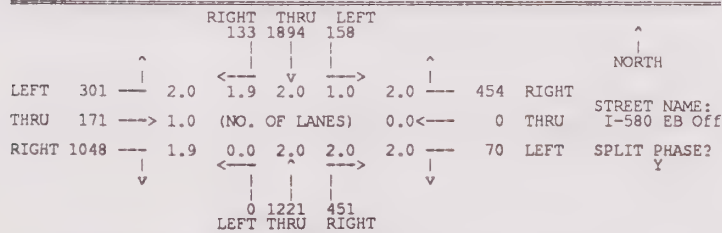
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	1221	1221	3300	0.3700	
SB RIGHT (R)	133	133	1650	0.0806	
THRU (T)	1894	1894	3300	0.5739	0.5739
LEFT (L)	158	158	1650	0.0958	
EB RIGHT (R)	1048	1048	1650	0.6352	
THRU (T)	171	171	1650	0.1036	0.1036
LEFT (L)	301	301	3000	0.1003	
WB RIGHT (R)	454	296 *	3000	0.0987	0.0987
LEFT (L)	70	70	3000	0.0233	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
 INTERSECTION LEVEL OF SERVICE: C

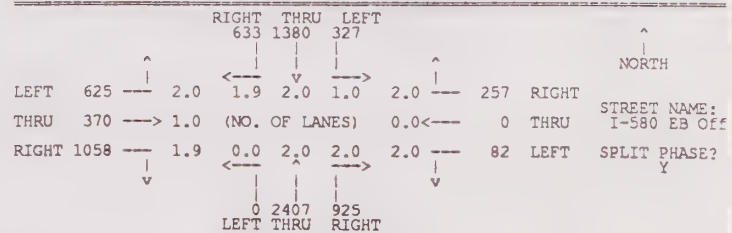
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	925	880 *	3000	0.2933	
THRU (T)	2407	2407	3300	0.7294	0.7294
SB RIGHT (R)	633	633	1650	0.3836	
THRU (T)	1380	1380	3300	0.4182	
LEFT (L)	327	327	1650	0.1982	0.1982
EB RIGHT (R)	1058	1058	1650	0.6412	
THRU (T)	370	370	1650	0.2242	0.2242
LEFT (L)	625	625	3000	0.2083	
WB RIGHT (R)	257	0 *	3000	0.0000	
LEFT (L)	82	82	3000	0.0273	0.0273

TOTAL VOLUME-TO-CAPACITY RATIO: 1.18
 INTERSECTION LEVEL OF SERVICE: F

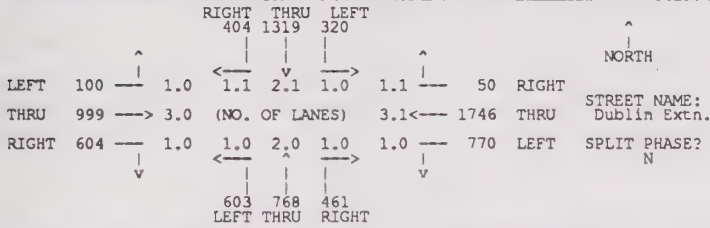
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	461	0 *	1650	0.0000	
THRU (T)	768	768	3300	0.2327	
LEFT (L)	603	603	1650	0.3655	0.3655
SB RIGHT (R)	404	404	1650	0.2448	
THRU (T)	1319	1319	3300	0.3997	
LEFT (L)	320	320	1650	0.1939	
T + R		1723	3300	0.5221	0.5221
EB RIGHT (R)	604	1 *	1650	0.0006	
THRU (T)	999	999	4950	0.2018	0.2018
LEFT (L)	100	100	1650	0.0606	
WB RIGHT (R)	50	50	1650	0.0303	
THRU (T)	1746	1746	4950	0.3527	
LEFT (L)	770	770	1650	0.4667	0.4667
T + R		1796	4950	0.3628	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.56
INTERSECTION LEVEL OF SERVICE: F

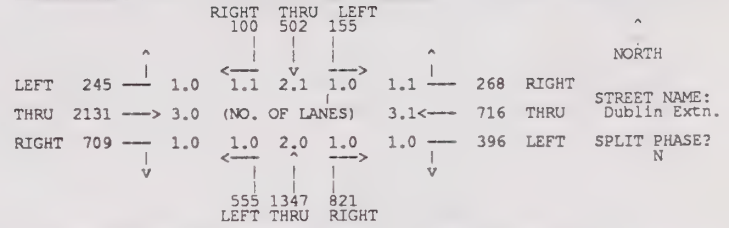
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	821	425 *	1650	0.2576	
THRU (T)	1347	1347	3300	0.4082	
LEFT (L)	555	555	1650	0.3364	0.3364
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	502	502	3300	0.1521	
LEFT (L)	155	155	1650	0.0939	
T + R		602	3300	0.1824	0.1824
EB RIGHT (R)	709	154 *	1650	0.0933	
THRU (T)	2131	2131	4950	0.4305	0.4305
LEFT (L)	245	245	1650	0.1485	
WB RIGHT (R)	268	268	1650	0.1624	
THRU (T)	716	716	4950	0.1446	
LEFT (L)	396	396	1650	0.2400	0.2400
T + R		984	4950	0.1988	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.19
INTERSECTION LEVEL OF SERVICE: F

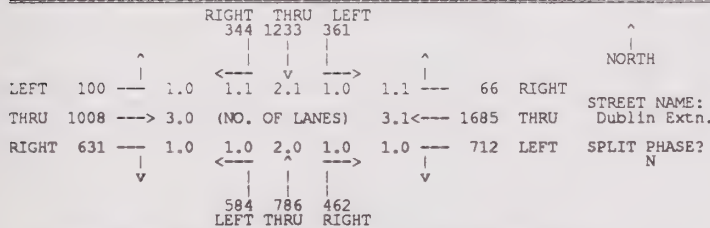
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	462	0 *	1650	0.0000	
THRU (T)	786	786	3300	0.2382	
LEFT (L)	584	584	1650	0.3539	0.3539
SB RIGHT (R)	344	344	1650	0.2085	
THRU (T)	1233	1233	3300	0.3736	
LEFT (L)	361	361	1650	0.2188	
T + R		1577	3300	0.4779	0.4779
EB RIGHT (R)	631	47 *	1650	0.0285	
THRU (T)	1008	1008	4950	0.2036	0.2036
LEFT (L)	100	100	1650	0.0606	
WB RIGHT (R)	66	66	1650	0.0400	
THRU (T)	1685	1685	4950	0.3404	
LEFT (L)	712	712	1650	0.4315	0.4315
T + R		1751	4950	0.3537	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.47
INTERSECTION LEVEL OF SERVICE: F

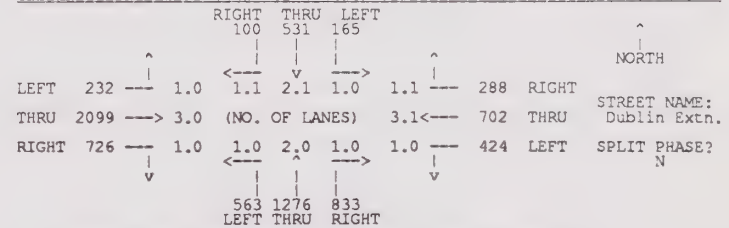
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
CONDITION :



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	833	409 *	1650	0.2479	
THRU (T)	1276	1276	3300	0.3867	
LEFT (L)	563	563	1650	0.3412	0.3412
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	531	531	3300	0.1609	
LEFT (L)	165	165	1650	0.1000	
T + R		631	3300	0.1912	0.1912
EB RIGHT (R)	726	163 *	1650	0.0988	
THRU (T)	2099	2099	4950	0.4240	0.4240
LEFT (L)	232	232	1650	0.1406	
WB RIGHT (R)	288	288	1650	0.1745	
THRU (T)	702	702	4950	0.1418	
LEFT (L)	424	424	1650	0.2570	0.2570
T + R		990	4950	0.2000	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.21
INTERSECTION LEVEL OF SERVICE: F

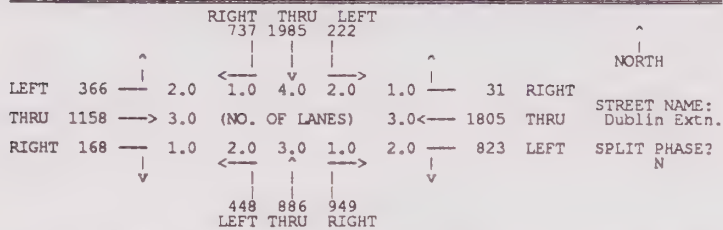
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	949	496 *	1650	0.3006	
THRU (T)	886	886	4950	0.1790	
LEFT (L)	448	448	3000	0.1493	0.1493
SB RIGHT (R)	737	536 *	1650	0.3248	0.3248
THRU (T)	1985	1985	6600	0.3008	
LEFT (L)	222	222	3000	0.0740	
EB RIGHT (R)	168	0 *	1650	0.0000	
THRU (T)	1158	1158	4950	0.2339	0.2339
LEFT (L)	366	366	3000	0.1220	
WB RIGHT (R)	31	0 *	1650	0.0000	
THRU (T)	1805	1805	4950	0.3646	
LEFT (L)	823	823	3000	0.2743	0.2743

TOTAL VOLUME-TO-CAPACITY RATIO: 0.98
INTERSECTION LEVEL OF SERVICE: E

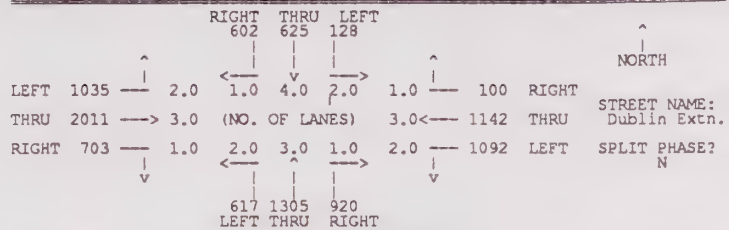
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	920	319 *	1650	0.1933	
THRU (T)	1305	1305	4950	0.2636	0.2636
LEFT (L)	617	617	3000	0.2057	
SB RIGHT (R)	602	33 *	1650	0.0200	
THRU (T)	625	625	6600	0.0947	
LEFT (L)	128	128	3000	0.0427	0.0427
EB RIGHT (R)	703	364 *	1650	0.2206	
THRU (T)	2011	2011	4950	0.4063	0.4063
LEFT (L)	1035	1035	3000	0.3450	
WB RIGHT (R)	100	30 *	1650	0.0182	
THRU (T)	1142	1142	4950	0.2307	
LEFT (L)	1092	1092	3000	0.3640	0.3640

TOTAL VOLUME-TO-CAPACITY RATIO: 1.08
INTERSECTION LEVEL OF SERVICE: F

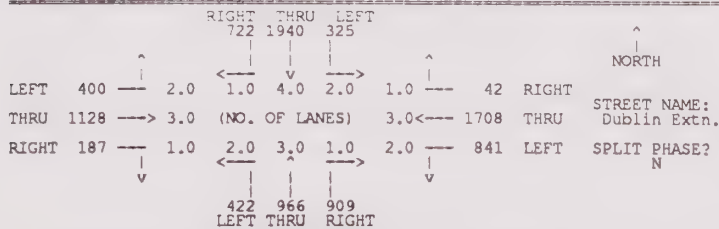
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	909	446 *	1650	0.2703	
THRU (T)	966	966	4950	0.1952	
LEFT (L)	422	422	3000	0.1407	0.1407
SB RIGHT (R)	722	502 *	1650	0.3042	0.3042
THRU (T)	1940	1940	6600	0.2939	
LEFT (L)	325	325	3000	0.1083	
EB RIGHT (R)	187	0 *	1650	0.0000	
THRU (T)	1128	1128	4950	0.2279	0.2279
LEFT (L)	400	400	3000	0.1333	
WB RIGHT (R)	42	0 *	1650	0.0000	
THRU (T)	1708	1708	4950	0.3451	
LEFT (L)	841	841	3000	0.2803	0.2803

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
INTERSECTION LEVEL OF SERVICE: E

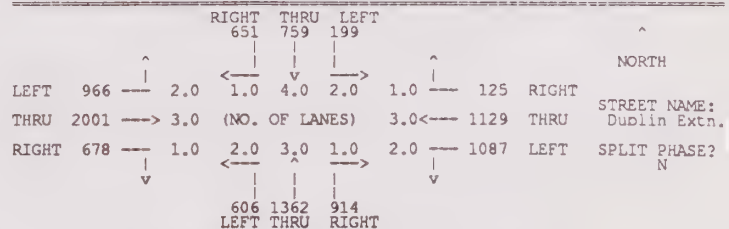
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

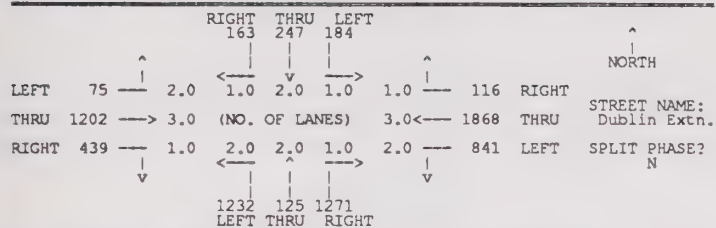
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	914	316 *	1650	0.1915	
THRU (T)	1362	1362	4950	0.2752	0.2752
LEFT (L)	606	606	3000	0.2020	
SB RIGHT (R)	651	120 *	1650	0.0727	
THRU (T)	759	759	6600	0.1150	
LEFT (L)	199	199	3000	0.0663	0.0663
EB RIGHT (R)	678	345 *	1650	0.2091	
THRU (T)	2001	2001	4950	0.4042	0.4042
LEFT (L)	966	966	3000	0.3220	
WB RIGHT (R)	125	16 *	1650	0.0097	
THRU (T)	1129	1129	4950	0.2281	
LEFT (L)	1087	1087	3000	0.3623	0.3623

TOTAL VOLUME-TO-CAPACITY RATIO: 1.11
INTERSECTION LEVEL OF SERVICE: F

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

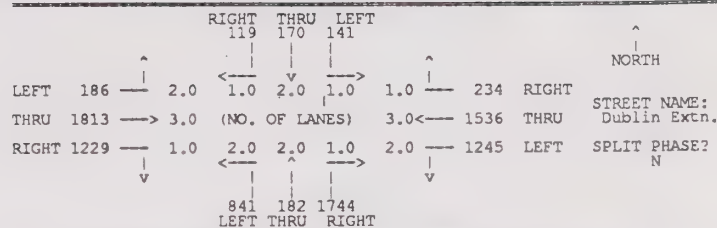
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1271	808 *	1650	0.4897	0.4897
THRU (T)	125	125	3300	0.0379	
LEFT (L)	1232	1232	3000	0.4107	
SB RIGHT (R)	163	122 *	1650	0.0739	0.1115
THRU (T)	247	247	3300	0.0748	
LEFT (L)	184	184	1650	0.1115	
EB RIGHT (R)	439	0 *	1650	0.0000	0.2428
THRU (T)	1202	1202	4950	0.2428	
LEFT (L)	75	75	3000	0.0250	
WB RIGHT (R)	116	0 *	1650	0.0000	0.2803
THRU (T)	1868	1868	4950	0.3774	
LEFT (L)	841	841	3000	0.2803	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.12
 INTERSECTION LEVEL OF SERVICE: F

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

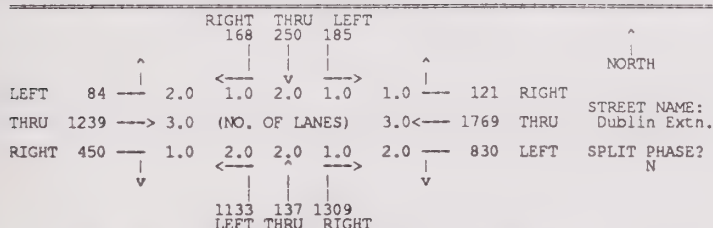
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1744	1059 *	1650	0.6418	0.6418
THRU (T)	182	182	3300	0.0552	
LEFT (L)	841	841	3000	0.2803	
SB RIGHT (R)	119	17 *	1650	0.0103	0.0855
THRU (T)	170	170	3300	0.0515	
LEFT (L)	141	141	1650	0.0855	
EB RIGHT (R)	1229	766 *	1650	0.4642	0.4642
THRU (T)	1813	1813	4950	0.3663	
LEFT (L)	186	186	3000	0.0620	
WB RIGHT (R)	234	93 *	1650	0.0564	0.4150
THRU (T)	1536	1536	4950	0.3103	
LEFT (L)	1245	1245	3000	0.4150	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.61
 INTERSECTION LEVEL OF SERVICE: F

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

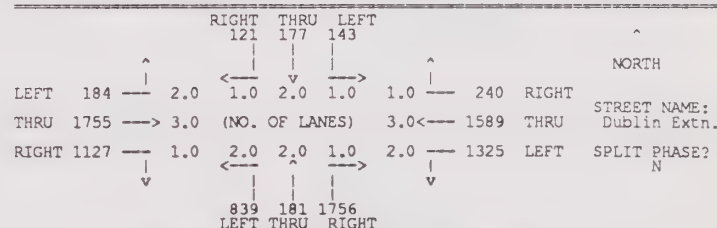
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1309	853 *	1650	0.5170	0.5170
THRU (T)	137	137	3300	0.0415	
LEFT (L)	1133	1133	3000	0.3777	
SB RIGHT (R)	168	122 *	1650	0.0739	0.1121
THRU (T)	250	250	3300	0.0758	
LEFT (L)	185	185	1650	0.1121	
EB RIGHT (R)	450	0 *	1650	0.0000	0.2503
THRU (T)	1239	1239	4950	0.2503	
LEFT (L)	84	84	3000	0.0280	
WB RIGHT (R)	121	0 *	1650	0.0000	0.2767
THRU (T)	1769	1769	4950	0.3574	
LEFT (L)	830	830	3000	0.2767	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.16
 INTERSECTION LEVEL OF SERVICE: F

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1756	1027 *	1650	0.6224	0.6224
THRU (T)	181	181	3300	0.0548	
LEFT (L)	839	839	3000	0.2797	
SB RIGHT (R)	121	20 *	1650	0.0121	0.0867
THRU (T)	177	177	3300	0.0536	
LEFT (L)	143	143	1650	0.0867	
EB RIGHT (R)	1127	666 *	1650	0.4036	0.4036
THRU (T)	1755	1755	4950	0.3545	
LEFT (L)	184	184	3000	0.0613	
WB RIGHT (R)	240	97 *	1650	0.0588	0.4417
THRU (T)	1589	1589	4950	0.3210	
LEFT (L)	1325	1325	3000	0.4417	

TOTAL VOLUME-TO-CAPACITY RATIO: 1.55
 INTERSECTION LEVEL OF SERVICE: F

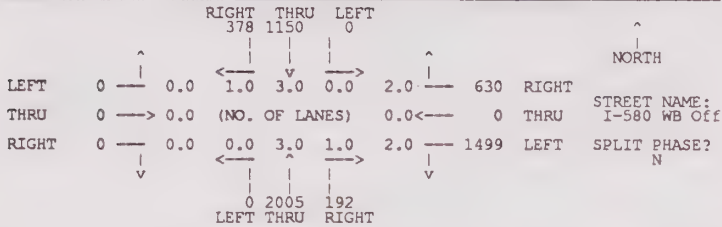
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout No Project FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	192	0 *\$	1720	0.0000	0.3886
THRU (T)	2005	2005	5160	0.3886	
SB RIGHT (R)	378	0 *\$	1720	0.0000	0.2229
THRU (T)	1150	1150	5160	0.2229	
WB RIGHT (R)	630	535 *\$	3127	0.1711	0.4794
LEFT (L)	1499	1499	3127	0.4794	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

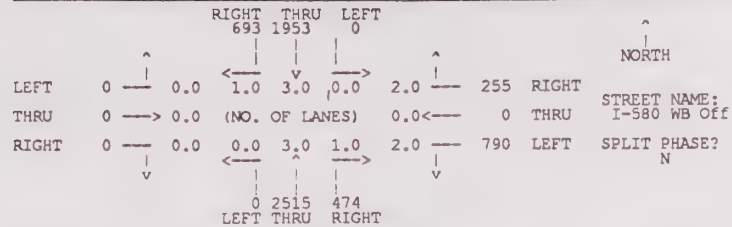
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout No Project FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	474	0 *\$	1720	0.0000	0.4874
THRU (T)	2515	2515	5160	0.4874	
SB RIGHT (R)	693	0 *\$	1720	0.0000	0.3785
THRU (T)	1953	1953	5160	0.3785	
WB RIGHT (R)	255	255 \$	3127	0.0815	0.2526
LEFT (L)	790	790	3127	0.2526	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

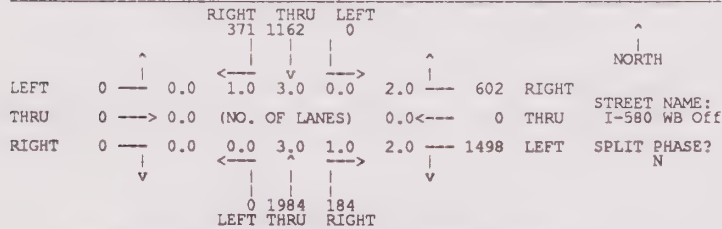
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	184	0 *\$	1720	0.0000	0.3845
THRU (T)	1984	1984	5160	0.3845	
SB RIGHT (R)	371	0 *\$	1720	0.0000	0.2252
THRU (T)	1162	1162	5160	0.2252	
WB RIGHT (R)	602	486 *\$	3127	0.1554	0.4791
LEFT (L)	1498	1498	3127	0.4791	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

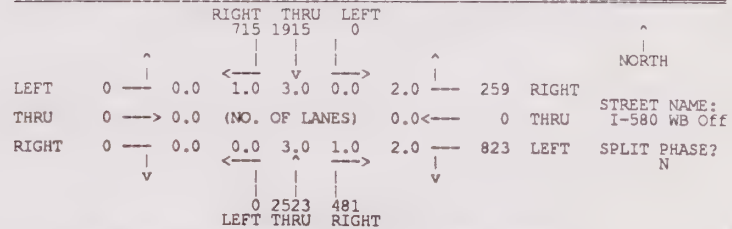
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2386 Hacienda Dr. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project FILE 29133-10



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	481	0 *\$	1720	0.0000	0.4890
THRU (T)	2523	2523	5160	0.4890	
SB RIGHT (R)	715	15 *\$	1720	0.0087	0.3711
THRU (T)	1915	1915	5160	0.3711	
WB RIGHT (R)	259	259 \$	3127	0.0828	0.2632
LEFT (L)	823	823	3127	0.2632	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

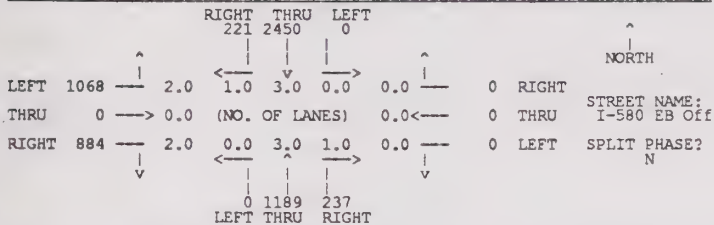
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	237	0 *\$	1720	0.0000	
THRU (T)	1189	1189	5160	0.2304	
SB RIGHT (R)	221	0 *\$	1720	0.0000	
THRU (T)	2450	2450	5160	0.4748	0.4748
EB RIGHT (R)	884	884 \$	3127	0.2827	
LEFT (L)	1068	1068	3127	0.3415	0.3415

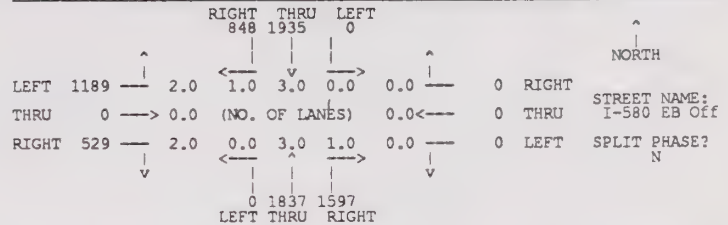
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1597	897 *\$	1720	0.5215	0.5215
THRU (T)	1837	1837	5160	0.3560	
SB RIGHT (R)	848	148 *\$	1720	0.0860	
THRU (T)	1935	1935	5160	0.3750	
EB RIGHT (R)	529	364 *\$	3127	0.1164	
LEFT (L)	1189	1189	3127	0.3802	0.3802

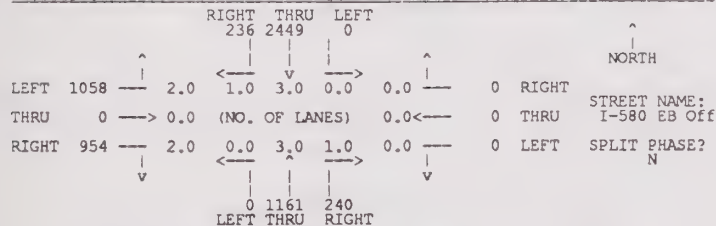
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hacienda Dr. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	240	0 *\$	1720	0.0000	
THRU (T)	1161	1161	5160	0.2250	
SB RIGHT (R)	236	0 *\$	1720	0.0000	
THRU (T)	2449	2449	5160	0.4746	0.4746
EB RIGHT (R)	954	954 \$	3127	0.3051	
LEFT (L)	1058	1058	3127	0.3383	0.3383

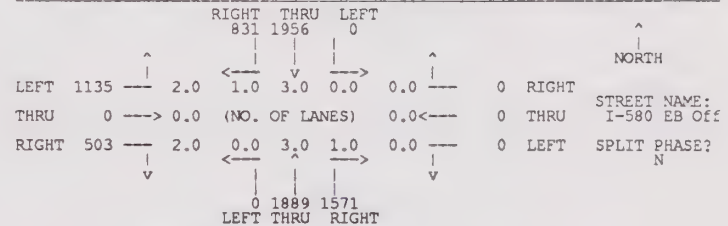
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2387 Hacienda Dr. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION :



STREET NAME: Hacienda Dr. SPLIT PHASE? N

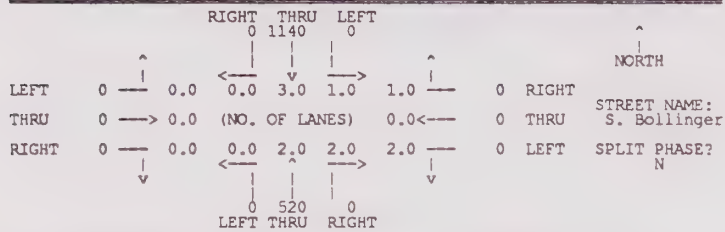
3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1571	871 *\$	1720	0.5064	0.5064
THRU (T)	1889	1889	5160	0.3661	
SB RIGHT (R)	831	131 *\$	1720	0.0762	
THRU (T)	1956	1956	5160	0.3791	
EB RIGHT (R)	503	359 *\$	3127	0.1148	
LEFT (L)	1135	1135	3127	0.3630	0.3630

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout No Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

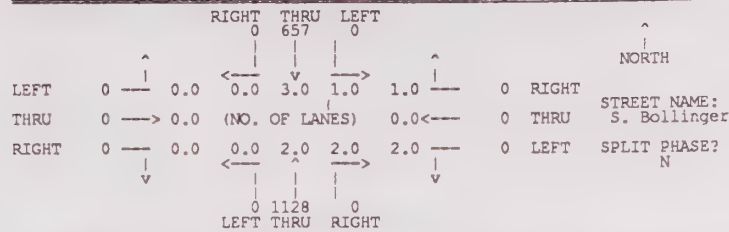
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	3000	0.0000	
THRU (T)	520	520	3300	0.1576	
SB THRU (T)	1140	1140	4950	0.2303	0.2303
LEFT (L)	0	0	1650	0.0000	
WB RIGHT (R)	0	0	1650	0.0000	
LEFT (L)	0	0	3000	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: 0.23
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout No Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

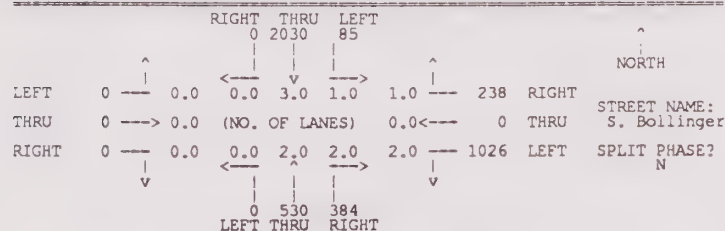
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	3000	0.0000	
THRU (T)	1128	1128	3300	0.3418	0.3418
SB THRU (T)	657	657	4950	0.1327	
LEFT (L)	0	0	1650	0.0000	0.0000
WB RIGHT (R)	0	0	1650	0.0000	
LEFT (L)	0	0	3000	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: 0.34
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : AM Buildout With Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

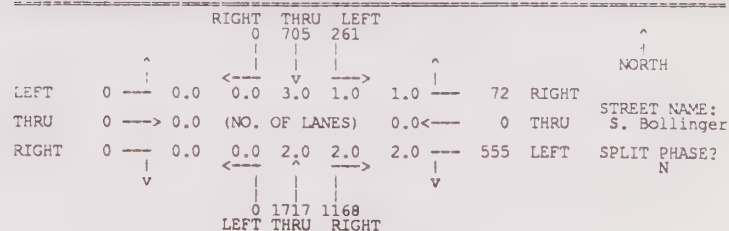
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	384	0 *	3000	0.0000	
THRU (T)	530	530	3300	0.1606	
SB THRU (T)	2030	2030	4950	0.4101	0.4101
LEFT (L)	85	85	1650	0.0515	
WB RIGHT (R)	238	153 *	1650	0.0927	
LEFT (L)	1026	1026	3000	0.3420	0.3420

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2507 Dougherty Rd. and S. Bollinger CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
 CONDITION : PM Buildout With Project



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1168	863 *	3000	0.2877	
THRU (T)	1717	1717	3300	0.5203	0.5203
SB THRU (T)	705	705	4950	0.1424	
LEFT (L)	261	261	1650	0.1582	0.1582
WB RIGHT (R)	72	0 *	1650	0.0000	
LEFT (L)	555	555	3000	0.1850	0.1850

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

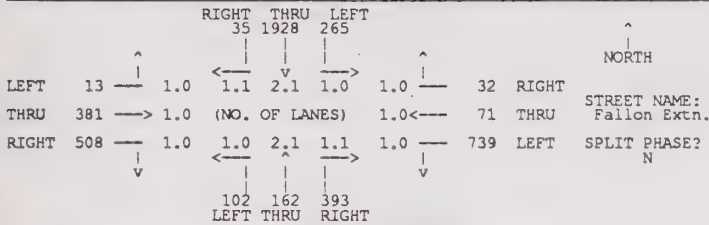
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	393	393	1650	0.2382	
THRU (T)	162	162	3300	0.0491	
LEFT (L)	102	102	1650	0.0618	0.0618
T + R		555	3300	0.1682	
SB RIGHT (R)	35	35	1650	0.0212	
THRU (T)	1928	1928	3300	0.5842	
LEFT (L)	265	265	1650	0.1606	
T + R		1963	3300	0.5948	0.5948
EB RIGHT (R)	508	406 *	1650	0.2461	0.2461
THRU (T)	381	381	1650	0.2309	
LEFT (L)	13	13	1650	0.0079	
WB RIGHT (R)	32	0 *	1650	0.0000	
THRU (T)	71	71	1650	0.0430	
LEFT (L)	739	739	1650	0.4479	0.4479

TOTAL VOLUME-TO-CAPACITY RATIO: 1.35
 INTERSECTION LEVEL OF SERVICE: F

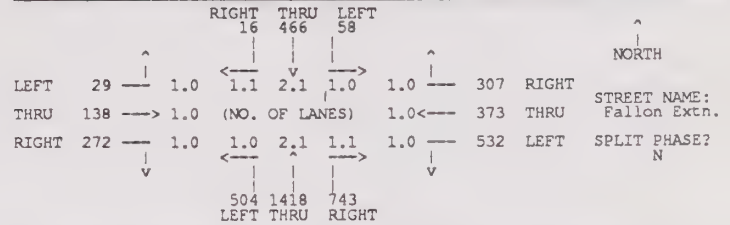
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout No Project PEAK HOUR: FILE 29133-10



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	743	743	1650	0.4503	
THRU (T)	1418	1418	3300	0.4297	
LEFT (L)	504	504	1650	0.3055	
T + R		2161	3300	0.6548	0.6548
SB RIGHT (R)	16	16	1650	0.0097	
THRU (T)	466	466	3300	0.1412	
LEFT (L)	58	58	1650	0.0352	
T + R		482	3300	0.1461	0.0352
EB RIGHT (R)	272	0 *	1650	0.0000	
THRU (T)	138	138	1650	0.0836	0.0836
LEFT (L)	29	29	1650	0.0176	
WB RIGHT (R)	307	249 *	1650	0.1509	
THRU (T)	373	373	1650	0.2261	
LEFT (L)	532	532	1650	0.3224	0.3224

TOTAL VOLUME-TO-CAPACITY RATIO: 1.10
 INTERSECTION LEVEL OF SERVICE: F

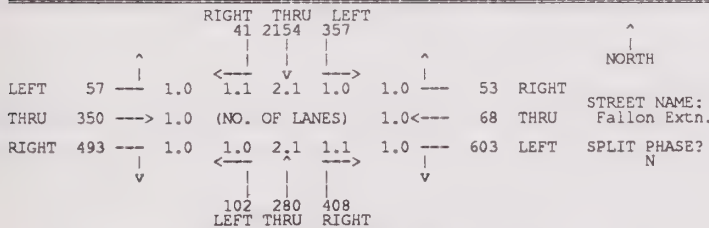
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	408	408	1650	0.2473	
THRU (T)	280	280	3300	0.0848	
LEFT (L)	102	102	1650	0.0618	0.0618
T + R		688	3300	0.2085	
SB RIGHT (R)	41	41	1650	0.0248	
THRU (T)	2154	2154	3300	0.6527	
LEFT (L)	357	357	1650	0.2164	
T + R		2195	3300	0.6652	0.6652
EB RIGHT (R)	493	391 *	1650	0.2370	0.2370
THRU (T)	350	350	1650	0.2121	
LEFT (L)	57	57	1650	0.0345	
WB RIGHT (R)	53	0 *	1650	0.0000	
THRU (T)	68	68	1650	0.0412	
LEFT (L)	603	603	1650	0.3655	0.3655

TOTAL VOLUME-TO-CAPACITY RATIO: 1.33
 INTERSECTION LEVEL OF SERVICE: F

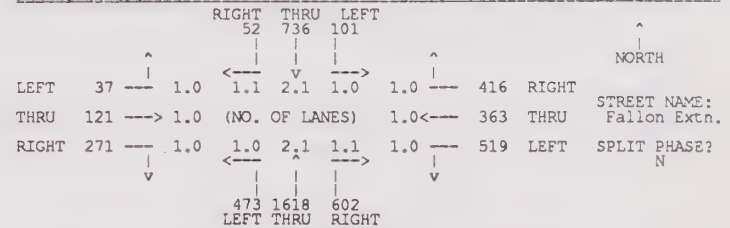
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project PEAK HOUR: FILE 29133-10



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

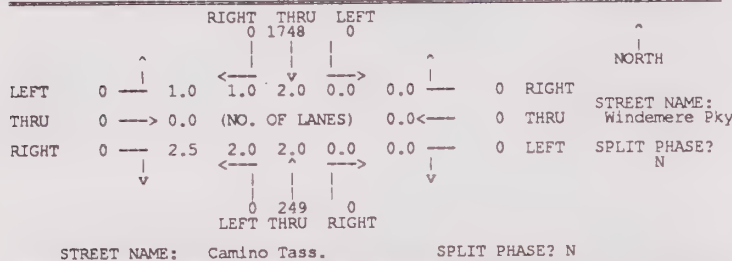
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	602	602	1650	0.3648	
THRU (T)	1618	1618	3300	0.4903	
LEFT (L)	473	473	1650	0.2867	
T + R		2220	3300	0.6727	0.6727
SB RIGHT (R)	52	52	1650	0.0315	
THRU (T)	736	736	3300	0.2230	
LEFT (L)	101	101	1650	0.0612	
T + R		788	3300	0.2388	0.0612
EB RIGHT (R)	271	0 *	1650	0.0000	
THRU (T)	121	121	1650	0.0733	0.0733
LEFT (L)	37	37	1650	0.0224	
WB RIGHT (R)	416	315 *	1650	0.1909	
THRU (T)	363	363	1650	0.2200	
LEFT (L)	519	519	1650	0.3145	0.3145

TOTAL VOLUME-TO-CAPACITY RATIO: 1.12
 INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



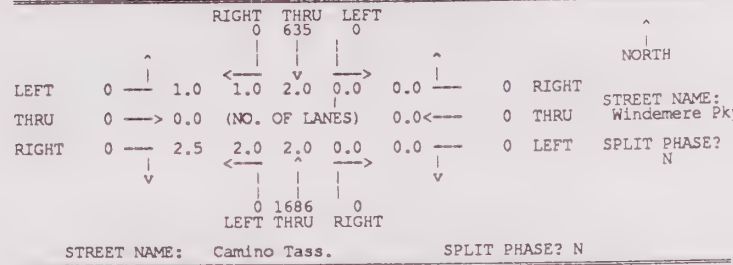
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	249	249	3300	0.0755	0.0000
LEFT (L)	0	0	3000	0.0000	
SB RIGHT (R)	0	0	1650	0.0000	0.5297
THRU (T)	1748	1748	3300	0.5297	
EB RIGHT (R)	0	0	3000	0.0000	0.0000
LEFT (L)	0	0	1650	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Buildout No Project PEAK HOUR: FILE 29133-10
 CONDITION



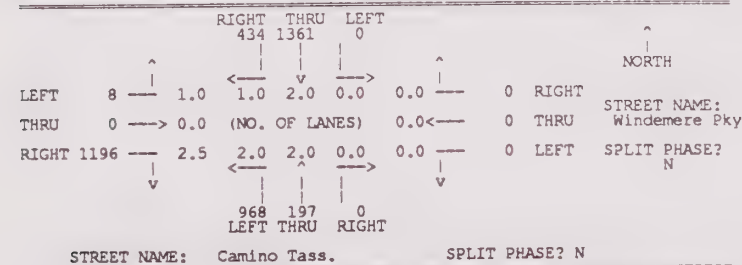
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1686	1686	3300	0.5109	0.5109
LEFT (L)	0	0	3000	0.0000	
SB RIGHT (R)	0	0	1650	0.0000	0.1924
THRU (T)	635	635	3300	0.1924	
EB RIGHT (R)	0	0	3000	0.0000	0.0000
LEFT (L)	0	0	1650	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



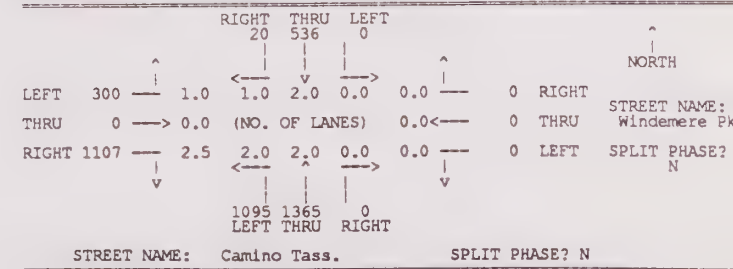
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	197	197	3300	0.0597	0.3227
LEFT (L)	968	968	3000	0.3227	
SB RIGHT (R)	434	426 *	1650	0.2582	0.4124
THRU (T)	1361	1361	3300	0.4124	
EB RIGHT (R)	1196	228 *	3000	0.0760	0.0760
LEFT (L)	8	8	1650	0.0048	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2522 Camino Tass. and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1365	1365	3300	0.4136	0.3650
LEFT (L)	1095	1095	3000	0.3650	
SB RIGHT (R)	20	0 *	1650	0.0000	0.1624
THRU (T)	536	536	3300	0.1624	
EB RIGHT (R)	1107	12 *	3000	0.0040	0.1818
LEFT (L)	300	300	1650	0.1818	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
 INTERSECTION LEVEL OF SERVICE: C

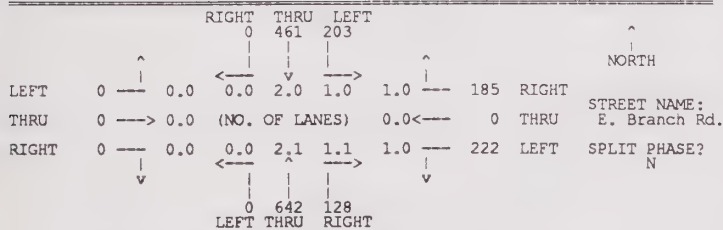
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2601 Bollinger Cyn and E. Branch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: AM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Bollinger Cyn SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	128	128	1650	0.0776	
THRU (T)	642	642	3300	0.1945	
T + R		770	3300	0.2333	0.2333
SB THRU (T)	461	461	3300	0.1397	
LEFT (L)	203	203	1650	0.1230	0.1230
WB RIGHT (R)	185	0 *	1650	0.0000	
LEFT (L)	222	222	1650	0.1345	0.1345

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
 INTERSECTION LEVEL OF SERVICE: A

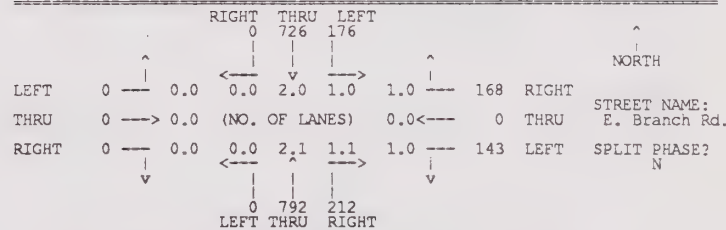
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2601 Bollinger Cyn and E. Branch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PM Buildout With Project PEAK HOUR: FILE 29133-10
 CONDITION



STREET NAME: Bollinger Cyn SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	212	212	1650	0.1285	
THRU (T)	792	792	3300	0.2400	
T + R		1004	3300	0.3042	0.3042
SB THRU (T)	726	726	3300	0.2200	
LEFT (L)	176	176	1650	0.1067	0.1067
WB RIGHT (R)	168	0 *	1650	0.0000	
LEFT (L)	143	143	1650	0.0867	0.0867

TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
 INTERSECTION LEVEL OF SERVICE: A

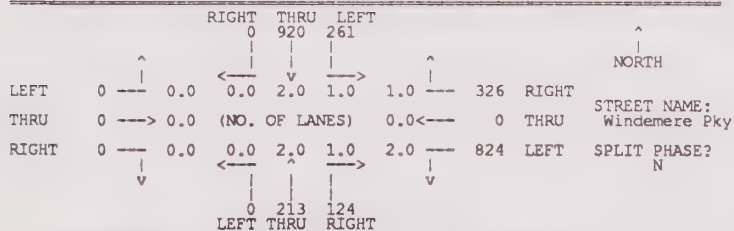
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project FILE 29133-10



STREET NAME: Bollinger Cyn SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	0 *	1650	0.0000	
THRU (T)	213	213	3300	0.0645	
SB THRU (T)	920	920	3300	0.2788	0.2788
LEFT (L)	261	261	1650	0.1582	
WB RIGHT (R)	326	65 *	1650	0.0394	
LEFT (L)	824	824	3000	0.2747	0.2747

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
 INTERSECTION LEVEL OF SERVICE: A

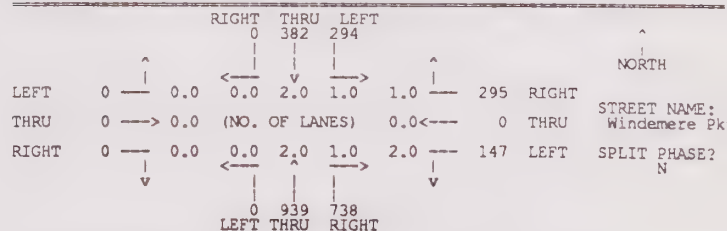
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2602 Bollinger Cyn and Windemere Pky CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project FILE 29133-10



STREET NAME: Bollinger Cyn SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	738	657 *	1650	0.3982	0.3982
THRU (T)	939	939	3300	0.2845	
SB THRU (T)	382	382	3300	0.1158	
LEFT (L)	294	294	1650	0.1782	0.1782
WB RIGHT (R)	295	1 *	1650	0.0006	
LEFT (L)	147	147	3000	0.0490	0.0490

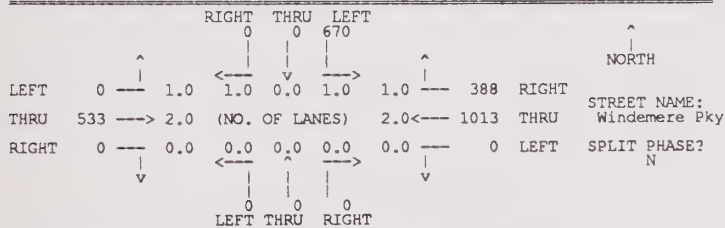
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COSTA COUNTY
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
CONDITION : AM Buildout With Project



STREET NAME: E. Branch Rd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	0	0	1650	0.0000	
SB LEFT (L)	670	670	1650	0.4061	0.4061
EB THRU (T)	533	533	3300	0.1615	
EB LEFT (L)	0	0	1650	0.0000	0.0000
WB RIGHT (R)	388	0 *	1650	0.0000	
WB THRU (T)	1013	1013	3300	0.3070	0.3070

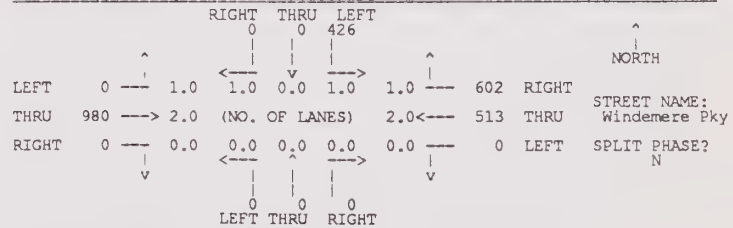
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2604 E. Branch Rd. and Windemere Pky CONTRA COSTA COUNTY
COUNT DATE/TIME: PEAK HOUR: FILE 29133-10
CONDITION : PM Buildout With Project



STREET NAME: E. Branch Rd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	0	0	1650	0.0000	
SB LEFT (L)	426	426	1650	0.2582	0.2582
EB THRU (T)	980	980	3300	0.2970	0.2970
EB LEFT (L)	0	0	1650	0.0000	
WB RIGHT (R)	602	176 *	1650	0.1067	
WB THRU (T)	513	513	3300	0.1555	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
INTERSECTION LEVEL OF SERVICE: A

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Appendix D-9. Mitigated Level of Service Calculations

Appendix H: Mitigated Level of Service Calculations

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2000 No Project - Mitigated AM

PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.74	C	0.66	B
521	Camino Ramon	Bollinger Cyn	0.74	C	0.86	D
1385	Sunset Dr.	Bollinger Cyn	0.82	D	0.77	C
2307	Dougherty Rd.	Dublin Blvd.	0.64	B	0.80	C
2323	Santa Rita Rd	I-580 EB Off	0.54	A	0.87	D
2384	Tassajara Rd.	Dublin Extn.	0.88	D	0.78	C

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2000 With Project - Mitigated AM

PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.73	C	0.66	B
506	Camino Tass.	Sycamore Vlly	0.81	D	0.72	C
521	Camino Ramon	Bollinger Cyn	0.82	D	0.88	D
522	Alcosta Blvd.	Bollinger Cyn	0.80	C	0.86	D
564	Blackhawk Rd.	Camino Tass.	0.79	C	0.77	C
945	I-680 NB On	Sycamore Vlly	0.82	D	0.83	D
1385	Sunset Dr.	Bollinger Cyn	0.87	D	0.78	C
2307	Dougherty Rd.	Dublin Blvd.	0.75	C	0.88	D
2323	Santa Rita Rd	I-580 EB Off	0.54	A	0.86	D
2384	Tassajara Rd.	Dublin Extn.	0.81	D	0.80	C
2385	Hacienda Dr.	Dublin Extn.	0.86	D	0.87	D

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2010 No Project - Mitigated AM

PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.88	D	0.67	B
506	Camino Tass.	Sycamore Vlly	0.80	C	0.88	D
521	Camino Ramon	Bollinger Cyn	0.84	D	0.98	E
522	Alcosta Blvd.	Bollinger Cyn	0.82	D	0.80	C
564	Blackhawk Rd.	Camino Tass.	0.86	D	0.87	D
1385	Sunset Dr.	Bollinger Cyn	0.82	D	0.87	D
2201	Airway Blvd.	Dublin Extn.	0.85	D	0.88	D
2253	Village Pkwy.	I-680 NB Off	0.61	B	0.72	C
2291	S.P. R.O.W.	Dublin Extn.	0.89	D	0.58	A
2307	Dougherty Rd.	Dublin Blvd.	0.81	D	0.82	D
2323	Santa Rita Rd	I-580 EB Off	0.70	B	0.87	D
2383	Fallon Rd.	Dublin Extn.	0.89	D	0.75	C
2384	Tassajara Rd.	Dublin Extn.	0.88	D	0.80	C
2385	Hacienda Dr.	Dublin Extn.	0.86	D	0.78	C
2514	Tassajara Rd.	Fallon Extn.	0.85	D	0.59	A

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/9/92

CONDITION : Year 2010 With Project - Mitigated AM

PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
505	Camino Tass.	Diablo Rd.	0.74	C	0.63	B
506	Camino Tass.	Sycamore Vlly	0.79	C	0.78	C
514	Alcosta Blvd.	Crow Canyon	0.84	D	0.85	D
521	Camino Ramon	Bollinger Cyn	0.90	D	0.99	E
522	Alcosta Blvd.	Bollinger Cyn	0.85	D	0.85	D
564	Blackhawk Rd.	Camino Tass.	0.84	D	0.81	D
1369	Dougherty Rd.	Crow Canyon	0.71	C	0.75	C
1385	Sunset Dr.	Bollinger Cyn	0.87	D	0.90	D
2201	Airway Blvd.	Dublin Extn.	0.87	D	0.87	D
2253	Village Pkwy.	I-680 NB Off	0.61	B	0.88	D
2280	Dougherty Rd.	Amador Valley	0.81	D	0.78	C
2290	Dougherty Rd.	S.P. R.O.W.	0.45	A	0.69	B
2291	S.P. R.O.W.	Dublin Extn.	0.75	C	0.56	A
2307	Dougherty Rd.	Dublin Blvd.	0.92	E	0.92	E
2322	Tassajara Rd.	I-580 WB Off	0.54	A	0.67	B
2323	Santa Rita Rd	I-580 EB Off	0.72	C	0.82	D
2383	Fallon Rd.	Dublin Extn.	0.84	D	0.68	B
2384	Tassajara Rd.	Dublin Extn.	0.96	E	0.81	D
2385	Hacienda Dr.	Dublin Extn.	0.86	D	0.76	C
2514	Tassajara Rd.	Fallon Extn.	0.80	C	0.54	A

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

CONDITION : Buildout With Project - Mitigated AM

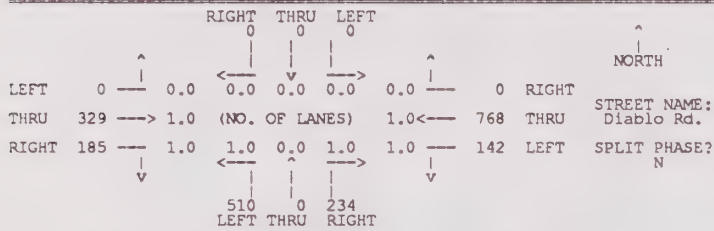
PM

INTERSECTION	N-S STREET	E-W STREET	V/C	LOS	V/C	LOS
-----	-----	-----	---	---	---	---
505	Camino Tass.	Diablo Rd.	0.79	C	0.68	B
506	Camino Tass.	Sycamore Vlly	0.83	D	0.81	D
514	Alcosta Blvd.	Crow Canyon	0.86	D	0.87	D
515	Camino Ramon	Crow Canyon	0.80	C	0.84	D
521	Camino Ramon	Bollinger Cyn	0.91	E	0.97	E
522	Alcosta Blvd.	Bollinger Cyn	0.89	D	0.83	D
564	Blackhawk Rd.	Camino Tass.	0.87	D	0.89	D
945	I-680 NB On	Sycamore Vlly	0.66	B	0.79	C
953	I-680 NB Off	Bollinger Cyn	0.94	E	0.83	D
1369	Dougherty Rd.	Crow Canyon	0.71	C	0.80	C
1385	Sunset Dr.	Bollinger Cyn	0.87	D	0.89	D
2201	Airway Blvd.	Dublin Extn.	0.78	C	0.89	D
2253	Village Pkwy.	I-680 NB Off	0.81	D	0.86	D
2265	Dougherty Rd.	Old Ranch Rd.	0.69	B	0.54	A
2280	Dougherty Rd.	Amador Valley	0.89	D	0.83	D
2290	Dougherty Rd.	S.P. R.O.W.	0.61	B	0.89	D
2291	S.P. R.O.W.	Dublin Extn.	0.77	C	0.86	D
2307	Dougherty Rd.	Dublin Blvd.	0.76	C	0.94	E
2309	Hopyard Rd.	I-580 EB Off	0.87	D	0.73	C
2322	Tassajara Rd.	I-580 WB Off	0.66	B	0.70	B
2323	Santa Rita Rd	I-580 EB Off	0.80	C	0.85	D
2383	Fallon Rd.	Dublin Extn.	0.88	D	0.88	D
2384	Tassajara Rd.	Dublin Extn.	0.89	D	1.01	F
2385	Hacienda Dr.	Dublin Extn.	0.98	E	1.13	F
2514	Tassajara Rd.	Fallon Extn.	0.89	D	0.80	C

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project - Mitigated FILE 133-0N-M



STREET NAME: Camino Tass. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	234	92 *	1720	0.0535	0.2965
NB LEFT (L)	510	510	1720	0.2965	
EB RIGHT (R)	185	0 *	1720	0.0000	0.4465
EB THRU (T)	329	329	1720	0.1913	
WB THRU (T)	768	768	1720	0.4465	0.4465
WB LEFT (L)	142	142	1720	0.0826	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
 INTERSECTION LEVEL OF SERVICE: C

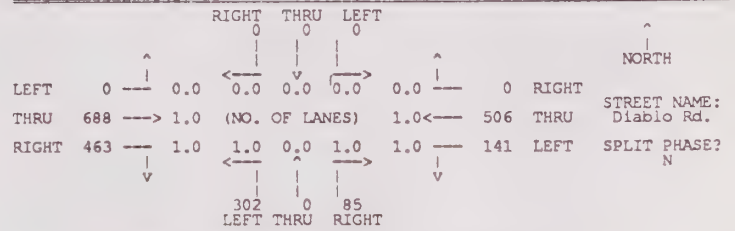
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project - Mitigated FILE 133-0N-M



STREET NAME: Camino Tass. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	0.1756
NB LEFT (L)	302	302	1720	0.1756	
EB RIGHT (R)	463	161 *	1720	0.0936	0.4000
EB THRU (T)	688	688	1720	0.4000	
WB THRU (T)	506	506	1720	0.2942	0.0820
WB LEFT (L)	141	141	1720	0.0820	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
 INTERSECTION LEVEL OF SERVICE: B

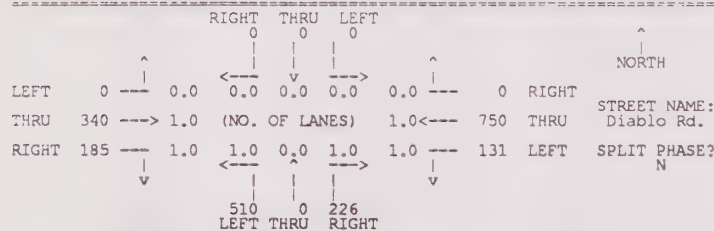
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project - Mitigated FILE 133-00-M



STREET NAME: Camino Tass. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	95 *	1720	0.0552	0.2965
NB LEFT (L)	510	510	1720	0.2965	
EB RIGHT (R)	185	0 *	1720	0.0000	0.4360
EB THRU (T)	340	340	1720	0.1977	
WB THRU (T)	750	750	1720	0.4360	0.4360
WB LEFT (L)	131	131	1720	0.0762	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
 INTERSECTION LEVEL OF SERVICE: C

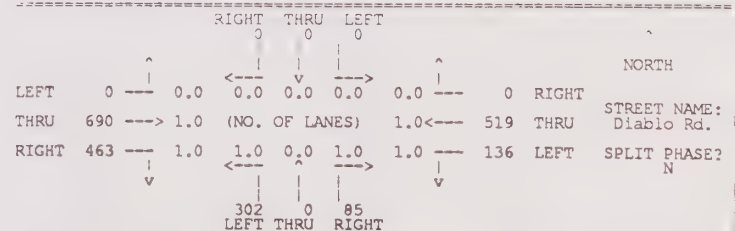
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project - Mitigated FILE 133-00-M



STREET NAME: Camino Tass. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	0.1756
NB LEFT (L)	302	302	1720	0.1756	
EB RIGHT (R)	463	161 *	1720	0.0936	0.4012
EB THRU (T)	690	690	1720	0.4012	
WB THRU (T)	519	519	1720	0.3017	0.0791
WB LEFT (L)	136	136	1720	0.0791	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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10/7/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : AM Year 2000 With Project - Mitigated FILE 133-00-M

		RIGHT		THRU		LEFT			
		71		0		193			
		↑		↓		↑		↑ NORTH	
LEFT	22 --- 1.0	←--- 1.0		0.0		---→ 1.0		1.0 ---	294 RIGHT
THRU	461 ---→ 2.0	(NO. OF LANES)		2.0←---		2251 THRU		STREET NAME: Sycamore Villy	
RIGHT	0 --- 0.0	←--- 0.0		0.0		0.0		1.0 --- 0	LEFT
		↓		↑		↓		SPLIT PHASE? N	
		0		0		0			
		LEFT		THRU		RIGHT			

STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL						
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R)	71	49 *	1650	0.0297	0.1170
	LEFT (L)	193	193	1650	0.1170	
EB	THRU (T)	461	461	3300	0.1397	0.0133
	LEFT (L)	22	22	1650	0.0133	
WB	RIGHT (R)	294	101 *	1650	0.0612	0.6021
	THRU (T)	2251	2251	3300	0.6821	
	LEFT (L)	0	0	1650	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.81
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Year 2000 With Project - Mitigated FILE 133-00-M

		RIGHT		THRU	LEFT			
		50	0	286				
		1.0		0.0	1.0		NORTH	
LEFT	64 --- 1.0	<--- 1.0	0.0	1.0	>--- 1.0	157	RIGHT	
THRU	1804 --- 2.0	(NO. OF LANES)			2.0 <---	932	THRU	STREET NAME: Sycamore Villy
RIGHT	0 --- 0.0	0.0	0.0	0.0	1.0 --- 0	LEFT	SPLIT PHASE?	
		<--- 1.0		0.0	>--- 1.0		N	
		0	0	0				
		LEFT	THRU	RIGHT				

STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL						
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB	RIGHT (R)	50	0 *	1650	0.0000	
	LEFT (L)	286	286	1650	0.1733	0.1733
EB	THRU (T)	1804	1804	3300	0.5467	0.5467
	LEFT (L)	64	64	1650	0.0388	
WB	RIGHT (R)	157	0 *	1650	0.0000	
	THRU (T)	932	932	3300	0.2824	
	LEFT (L)	0	0	1650	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

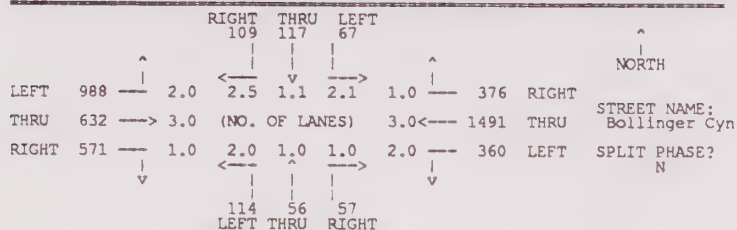
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: AM Year 2000 No Project - Mitigated PEAK HOUR: FILE 133-0N-M
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	57	0 *	1650	0.0000	
THRU (T)	56	56	1650	0.0339	
LEFT (L)	114	114	3000	0.0380	0.0380
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	117	117	1650	0.0709	0.0709
LEFT (L)	67	67	3000	0.0223	
T + L		184	3000	0.0613	
EB RIGHT (R)	571	508 *	1650	0.3079	
THRU (T)	632	632	4950	0.1277	
LEFT (L)	988	988	3000	0.3293	0.3293
WB RIGHT (R)	376	339 *	1650	0.2055	
THRU (T)	1491	1491	4950	0.3012	0.3012
LEFT (L)	360	360	3000	0.1200	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
 INTERSECTION LEVEL OF SERVICE: C

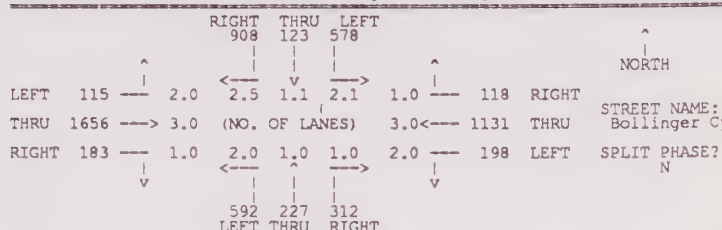
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PM Year 2000 No Project - Mitigated PEAK HOUR: FILE 133-0N-M
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	312	203 *	1650	0.1230	
THRU (T)	227	227	1650	0.1376	
LEFT (L)	592	592	3000	0.1973	0.1973
SB RIGHT (R)	908	793 *	3000	0.2643	0.2643
THRU (T)	123	123	1650	0.0745	
LEFT (L)	578	578	3000	0.1927	
T + L		701	3000	0.2337	
EB RIGHT (R)	183	0 *	1650	0.0000	
THRU (T)	1656	1656	4950	0.3345	0.3345
LEFT (L)	115	115	3000	0.0383	
WB RIGHT (R)	118	0 *	1650	0.0000	
THRU (T)	1131	1131	4950	0.2285	
LEFT (L)	198	198	3000	0.0660	0.0660

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

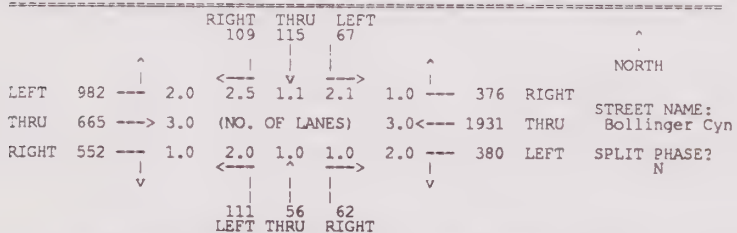
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: AM Year 2000 With Project - Mitigated PEAK HOUR: FILE 133-00-M
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	62	0 *	1650	0.0000	
THRU (T)	56	56	1650	0.0339	
LEFT (L)	111	111	3000	0.0370	0.0370
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	115	115	1650	0.0697	0.0697
LEFT (L)	67	67	3000	0.0223	
T + L		182	3000	0.0607	
EB RIGHT (R)	552	491 *	1650	0.2976	
THRU (T)	665	665	4950	0.1343	
LEFT (L)	982	982	3000	0.3273	0.3273
WB RIGHT (R)	376	339 *	1650	0.2055	
THRU (T)	1931	1931	4950	0.3901	0.3901
LEFT (L)	380	380	3000	0.1267	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
 INTERSECTION LEVEL OF SERVICE: D

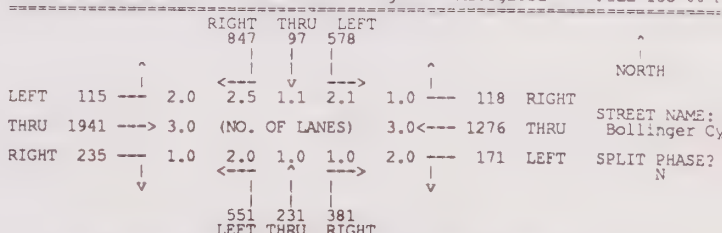
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PM Year 2000 With Project - Mitigated PEAK HOUR: FILE 133-00-M
 CONDITION



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	381	287 *	1650	0.1739	
THRU (T)	231	231	1650	0.1400	
LEFT (L)	551	551	3000	0.1837	0.1837
SB RIGHT (R)	847	732 *	3000	0.2440	0.2440
THRU (T)	97	97	1650	0.0588	
LEFT (L)	578	578	3000	0.1927	
T + L		675	3000	0.2250	
EB RIGHT (R)	235	0 *	1650	0.0000	
THRU (T)	1941	1941	4950	0.3921	0.3921
LEFT (L)	115	115	3000	0.0383	
WB RIGHT (R)	118	0 *	1650	0.0000	
THRU (T)	1276	1276	4950	0.2578	
LEFT (L)	171	171	3000	0.0570	0.0570

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/7/92

[illegible]

8 PHASE SIGNAL

TOTAL VOLUME-TO-CAPACITY RATIO:	0.80
INTERSECTION LEVEL OF SERVICE:	C

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10/7/92

[illegible]

8 PHASE SIGNAL

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: B

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/7/92

[illegible]

STREET NAME: Blackhawk Rd. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	314	0	3000	0.0000	
THRU (T)	291	291	3300	0.0882	
LEFT (L)	568	568	3000	0.1893	0.1893
T + R		291	4650	0.0626	
SB RIGHT (R)	406	256 *	1650	0.1552	
THRU (T)	679	679	3300	0.2058	0.2058
LEFT (L)	71	71	1650	0.0430	
EB RIGHT (R)	513	201 *	1650	0.1218	0.1218
THRU (T)	315	315	3300	0.0955	
LEFT (L)	150	150	1650	0.0909	
WB RIGHT (R)	135	64 *	1650	0.0388	
THRU (T)	888	888	3300	0.2691	
LEFT (L)	816	816	3000	0.2720	0.2720

TOTAL VOLUME-TO-CAPACITY RATIO:	0.79
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

[illegible]

STREET NAME: Blackhawk Rd. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	666	408 *	3000	0.1360	
THRU (T)	644	644	3300	0.1952	
LEFT (L)	608	608	3000	0.2027	0.2027
T + R		1052	4650	0.2262	
SB RIGHT (R)	192	0 *	1650	0.0000	
THRU (T)	453	453	3300	0.1373	0.1373
LEFT (L)	128	128	1650	0.0776	
EB RIGHT (R)	516	182 *	1650	0.1103	
THRU (T)	910	910	3300	0.2758	0.2758
LEFT (L)	340	340	1650	0.2061	
WB RIGHT (R)	133	5 *	1650	0.0030	
THRU (T)	366	366	3300	0.1109	
LEFT (L)	469	469	3000	0.1563	0.1563

TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 yy

10/7/92

		RIGHT		THRU		LEFT			
		0		0		0			
								NORTH	
LEFT	186 --- 2.0	← 0.0		0.0		0.0 →		1.0 --- 1648	RIGHT
THRU	701 --- 2.0	(NO. OF LANES)		2.0		← 1064		THRU	STREET NAME: Sycamore Villy
RIGHT	217 --- 1.0	1.0		2.0		1.0		1.0 --- 107	LEFT
		←		2.0		→			
		257		607		55			
		LEFT		THRU		RIGHT			

STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	55	0 *	1650	0.0000	0.1839
	THRU (T)	607	607	3300	0.1839	
	LEFT (L)	257	257	1650	0.1558	
EB	RIGHT (R)	217	0 *	1650	0.0000	0.0620
	THRU (T)	701	701	3300	0.2124	
	LEFT (L)	186	186	3000	0.0620	
WB	RIGHT (R)	1648	948 *\$	1650	0.5745	0.5745
	THRU (T)	1064	1064	3300	0.3224	
	LEFT (L)	107	107	1650	0.0648	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.82
INTERSECTION LEVEL OF SERVICE:	D

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

		RIGHT		THRU		LEFT			
		0		0		0			
LEFT	395	---	2.0	<--	0.0	0.0	-->	1.0	---
THRU	2207	---	2.0	(NO.	OF LANES)		2.0	<---	670
RIGHT	634	---	1.0	1.0	2.0	1.0	1.0	---	97
				<---	---		-->		
				171	306	187			
				LEFT	THRU	RIGHT			

STREET NAME: I-680 NB On SPLIT PHASE? N

5 PHASE SIGNAL

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	187	90 *	1650	0.0545	
	THRU (T)	306	306	3300	0.0927	
	LEFT (L)	171	171	1650	0.1036	0.1036
EB	RIGHT (R)	634	463 *	1650	0.2806	
	THRU (T)	2207	2207	3300	0.6688	0.6688
	LEFT (L)	395	395	3000	0.1317	
WB	RIGHT (R)	608	0 *\$	1650	0.0000	
	THRU (T)	670	670	3300	0.2030	
	LEFT (L)	97	97	1650	0.0588	0.0588

TOTAL VOLUME-TO-CAPACITY RATIO:	0.83
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED
\$ SPECIAL ADJUSTMENT APPLIED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/7/92

		RIGHT		THRU	LEFT			
		58		18	21			
							^	
		NORTH						
LEFT	1721	1.9		1.1	1.1		1.0	31
THRU	2509	3.0		(NO. OF LANES)	4.0		1378	THRU
RIGHT	976	1.0		2.0	1.1	1.1	1.0	163
							^	
		N						
		33		14	17			
		LEFT		THRU	RIGHT			

STREET NAME:
Bollinger Cyn

SPLIT PHASE?
N

STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	17	1650	0.0103	0.0188
	THRU (T)	14	14	1650	0.0085	
	LEFT (L)	33	33	3000	0.0110	
	T + R		31	1650	0.0188	
SB	RIGHT (R)	58	58	1650	0.0352	0.0236
	THRU (T)	18	18	1650	0.0109	
	LEFT (L)	21	21	1650	0.0127	
	T + L		39	1650	0.0236	
EB	RIGHT (R)	976	958 *	1650	0.5806	0.5737
	THRU (T)	2509	2509	4950	0.5069	
	LEFT (L)	1721	1721	3000	0.5737	
WB	RIGHT (R)	31	10 *	1650	0.0061	0.2088
	THRU (T)	1378	1378	6600	0.2088	
	LEFT (L)	163	163	1650	0.0988	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.82
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

10/7/92

		RIGHT 1251		THRU 5		LEFT 23				NORTH	
LEFT	306	1.9	1.1	1.1	1.0	66	RIGHT	STREET NAME: Bollinger Cyn			
THRU	1566	(NO. OF LANES)				4.0	2961	THRU			
RIGHT	45	2.0	1.1	1.1	1.0	33	LEFT	SPLIT PHASE? N			
		615 LEFT		9 THRU		149 RIGHT					

STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	149	149	1650	0.0903	0.2050
	THRU (T)	9	9	1650	0.0055	
	LEFT (L)	615	615	3000	0.2050	
	T + R		158	1650	0.0958	
SB	RIGHT (R)	1251	1251	1650	0.7582	0.0170
	THRU (T)	5	5	1650	0.0030	
	LEFT (L)	23	23	1650	0.0139	
	T + L		28	1650	0.0170	
EB	RIGHT (R)	45	0 *	1650	0.0000	0.1020
	THRU (T)	1566	1566	4950	0.3164	
	LEFT (L)	306	306	3000	0.1020	
WB	RIGHT (R)	66	43 *	1650	0.0261	0.4486
	THRU (T)	2961	2961	6600	0.4486	
	LEFT (L)	33	33	1650	0.0200	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.77
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/7/92

		RIGHT		THRU		LEFT			
		51		17		20			
		1.9		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1.0		1.0		1.0			
		2.0		1.1		1.1			
		1.0		1.0		1.0			
		2.0		3.0		4.0			
		1							

STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	17	1650	0.0103	0.0188
	THRU (T)	14	14	1650	0.0085	
	LEFT (L)	33	33	3000	0.0110	
	T + R		31	1650	0.0188	
SB	RIGHT (R)	51	51	1650	0.0309	0.0224
	THRU (T)	17	17	1650	0.0103	
	LEFT (L)	20	20	1650	0.0121	
	T + L		37	1650	0.0224	
EB	RIGHT (R)	976	958 *	1650	0.5806	0.5737
	THRU (T)	2506	2506	4950	0.5063	
	LEFT (L)	1721	1721	3000	0.5737	
WB	RIGHT (R)	51	31 *	1650	0.0188	0.2542
	THRU (T)	1678	1678	6600	0.2542	
	LEFT (L)	226	226	1650	0.1370	

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TOTAL VOLUME-TO-CAPACITY RATIO:                                0.87
INTERSECTION LEVEL OF SERVICE:                                  D

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* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

10/7/92

		RIGHT 273		THRU 5		LEFT 31					
		1.9		1.1		1.1				NORTH	
LEFT	310	---	2.0	<--->		1.0		---	74	RIGHT	
THRU	1850	---	3.0	(NO. OF LANES)		4.0		---	2952	THRU	STREET NAME: Bollinger Cx
RIGHT	45	---	1.0	2.0		1.1		1.1		1.0	---
				<--->						33	LEFT
				615		8		149			
				LEFT		THRU		RIGHT			

STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	149	149	1650	0.0903	0.2050
	THRU (T)	8	8	1650	0.0048	
	LEFT (L)	615	615	3000	0.2050	
	T + R		157	1650	0.0952	
SB	RIGHT (R)	1273	1273	1650	0.7715	0.0218
	THRU (T)	5	5	1650	0.0030	
	LEFT (L)	31	31	1650	0.0188	
	T + L		36	1650	0.0218	
EB	RIGHT (R)	45	0 *	1650	0.0000	0.1033
	THRU (T)	1850	1850	4950	0.3737	
	LEFT (L)	310	310	3000	0.1033	
WB	RIGHT (R)	74	43 *	1650	0.0261	0.4473
	THRU (T)	2952	2952	6600	0.4473	
	LEFT (L)	33	33	1650	0.0200	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.78
INTERSECTION LEVEL OF SERVICE:	C

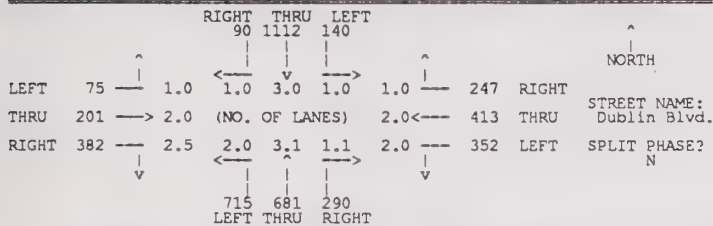
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project - Mitigated FILE 133-0N-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	290	290	1650	0.1758	
THRU (T)	681	681	4950	0.1376	
LEFT (L)	715	715	3000	0.2383	0.2383
T + R		971	4950	0.1962	
SB RIGHT (R)	90	15 *	1650	0.0091	
THRU (T)	1112	1112	4950	0.2246	0.2246
LEFT (L)	140	140	1650	0.0848	
EB RIGHT (R)	382	0 *	3000	0.0000	
THRU (T)	201	201	3300	0.0609	0.0609
LEFT (L)	75	75	1650	0.0455	
WB RIGHT (R)	247	107 *	1650	0.0648	
THRU (T)	413	413	3300	0.1252	
LEFT (L)	352	352	3000	0.1173	0.1173

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
 INTERSECTION LEVEL OF SERVICE: B

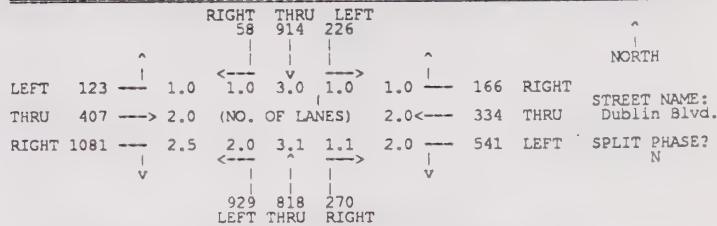
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project - Mitigated FILE 133-0N-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	270	270	1650	0.1636	
THRU (T)	818	818	4950	0.1653	
LEFT (L)	929	929	3000	0.3097	0.3097
T + R		1088	4950	0.2198	
SB RIGHT (R)	58	0 *	1650	0.0000	
THRU (T)	914	914	4950	0.1846	0.1846
LEFT (L)	226	226	1650	0.1370	
EB RIGHT (R)	1081	152 *	3000	0.0507	
THRU (T)	407	407	3300	0.1233	0.1233
LEFT (L)	123	123	1650	0.0745	
WB RIGHT (R)	166	0 *	1650	0.0000	
THRU (T)	334	334	3300	0.1012	
LEFT (L)	541	541	3000	0.1803	0.1803

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

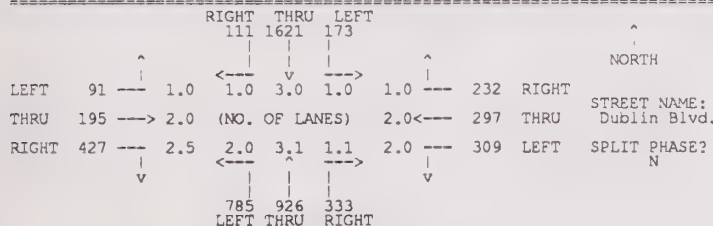
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project - Mitigated FILE 133-00-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	333	333	1650	0.2018	
THRU (T)	926	926	4950	0.1871	
LEFT (L)	785	785	3000	0.2617	0.2617
T + R		1259	4950	0.2543	
SB RIGHT (R)	111	20 *	1650	0.0121	
THRU (T)	1621	1621	4950	0.3275	0.3275
LEFT (L)	173	173	1650	0.1048	
EB RIGHT (R)	427	0 *	3000	0.0000	
THRU (T)	195	195	3300	0.0591	0.0591
LEFT (L)	91	91	1650	0.0552	
WB RIGHT (R)	232	59 *	1650	0.0358	
THRU (T)	297	297	3300	0.0900	
LEFT (L)	309	309	3000	0.1030	0.1030

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

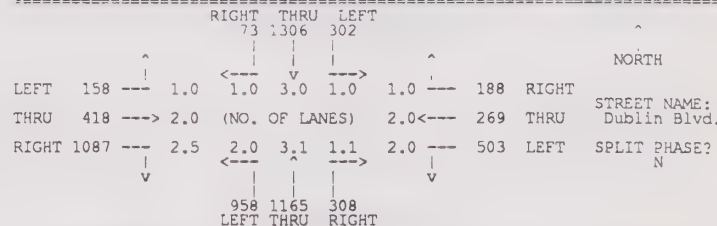
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project - Mitigated FILE 133-00-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	308	308	1650	0.1867	
THRU (T)	1165	1165	4950	0.2354	
LEFT (L)	958	958	3000	0.3193	0.3193
T + R		1473	4950	0.2976	
SB RIGHT (R)	73	0 *	1650	0.0000	
THRU (T)	1306	1306	4950	0.2638	0.2638
LEFT (L)	302	302	1650	0.1830	
EB RIGHT (R)	1087	129 *	3000	0.0430	
THRU (T)	418	418	3300	0.1267	0.1267
LEFT (L)	158	158	1650	0.0958	
WB RIGHT (R)	188	0 *	1650	0.0000	
THRU (T)	269	269	3300	0.0815	
LEFT (L)	503	503	3000	0.1677	0.1677

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

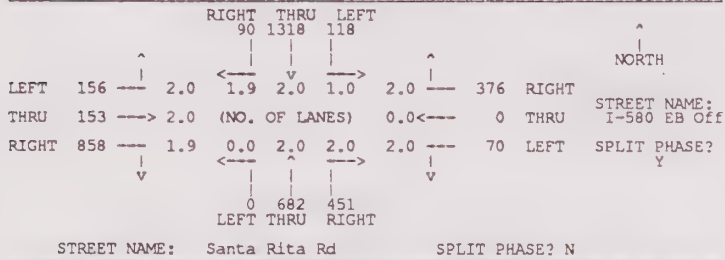
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2000 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-0N-M



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	682	682	3300	0.2067	
SB RIGHT (R)	90	90	1650	0.0545	
THRU (T)	1318	1318	3300	0.3994	0.3994
LEFT (L)	118	118	1650	0.0715	
EB RIGHT (R)	858	858	1650	0.5200	
THRU (T)	153	153	3300	0.0464	
LEFT (L)	156	156	3000	0.0520	0.0520
WB RIGHT (R)	376	258 *	3000	0.0860	0.0860
LEFT (L)	70	70	3000	0.0233	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.54
INTERSECTION LEVEL OF SERVICE:					A

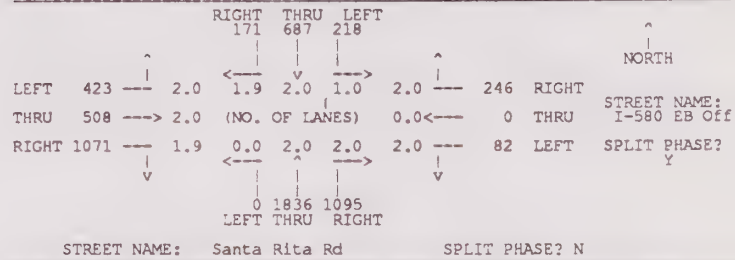
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2000 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-0N-M



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	171	1050 *	3000	0.3500	
THRU (T)	1836	1836	3300	0.5564	0.5564
SB RIGHT (R)	171	171	1650	0.1036	
THRU (T)	687	687	3300	0.2082	
LEFT (L)	218	218	1650	0.1321	0.1321
EB RIGHT (R)	1071	1071	1650	0.6491	
THRU (T)	508	508	3300	0.1539	0.1539
LEFT (L)	423	423	3000	0.1410	
WB RIGHT (R)	246	28 *	3000	0.0093	
LEFT (L)	82	82	3000	0.0273	0.0273
TOTAL VOLUME-TO-CAPACITY RATIO:					0.87
INTERSECTION LEVEL OF SERVICE:					D

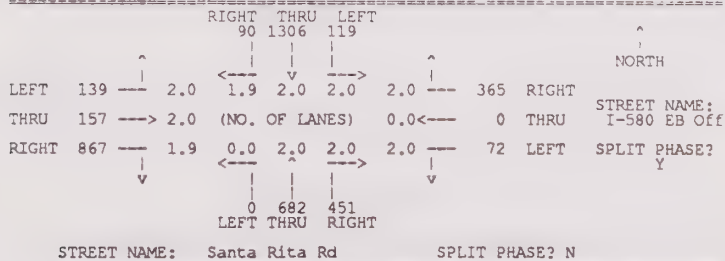
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : AM Year 2000 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-00-M



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	411 *	3000	0.1370	
THRU (T)	682	682	3300	0.2067	
SB RIGHT (R)	90	90	1650	0.0545	
THRU (T)	1306	1306	3300	0.3958	0.3958
LEFT (L)	119	119	3000	0.0397	
EB RIGHT (R)	867	867	1650	0.5255	
THRU (T)	157	157	3300	0.0476	0.0476
LEFT (L)	139	139	3000	0.0463	
WB RIGHT (R)	365	300 *	3000	0.1000	0.1000
LEFT (L)	72	72	3000	0.0240	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.54
INTERSECTION LEVEL OF SERVICE:					A

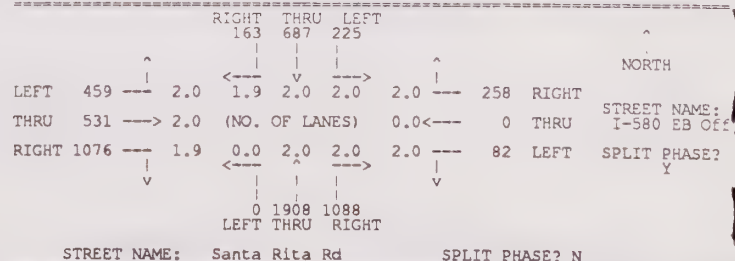
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: : PM Year 2000 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-00-M



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	163	1043 *	3000	0.3477	
THRU (T)	1908	1908	3300	0.5782	0.5782
SB RIGHT (R)	163	163	1650	0.0988	
THRU (T)	687	687	3300	0.2082	
LEFT (L)	225	225	3000	0.0750	0.0750
EB RIGHT (R)	1076	1076	1650	0.6521	
THRU (T)	531	531	3300	0.1609	0.1609
LEFT (L)	459	459	3000	0.1530	
WB RIGHT (R)	258	134 *	3000	0.0447	0.0447
LEFT (L)	82	82	3000	0.0273	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.86
INTERSECTION LEVEL OF SERVICE:					D

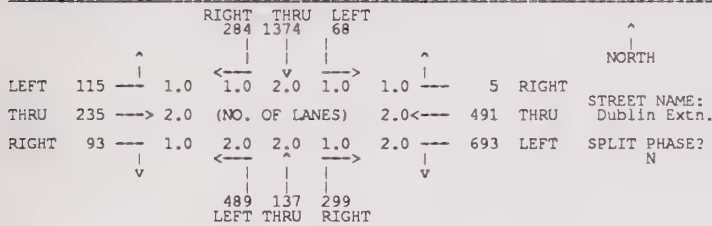
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 No Project - Mitigated FILE 133-0N-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	299	0 *	1650	0.0000	
THRU (T)	137	137	3300	0.0415	
LEFT (L)	489	489	3000	0.1630	0.1630
SB RIGHT (R)	284	169 *	1650	0.1024	
THRU (T)	1374	1374	3300	0.4164	0.4164
LEFT (L)	68	68	1650	0.0412	
EB RIGHT (R)	93	0 *	1650	0.0000	
THRU (T)	235	235	3300	0.0712	0.0712
LEFT (L)	115	115	1650	0.0697	
WB RIGHT (R)	5	0 *	1650	0.0000	
THRU (T)	491	491	3300	0.1488	
LEFT (L)	693	693	3000	0.2310	0.2310

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

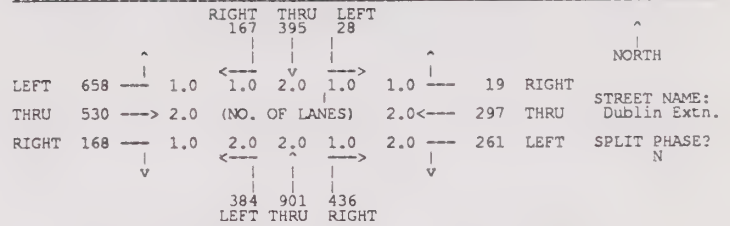
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 No Project - Mitigated FILE 133-0N-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	436	292 *	1650	0.1770	
THRU (T)	901	901	3300	0.2730	0.2730
LEFT (L)	384	384	3000	0.1280	
SB RIGHT (R)	167	0 *	1650	0.0000	
THRU (T)	395	395	3300	0.1197	
LEFT (L)	28	28	1650	0.0170	0.0170
EB RIGHT (R)	168	0 *	1650	0.0000	
THRU (T)	530	530	3300	0.1606	
LEFT (L)	658	658	1650	0.3988	0.3988
WB RIGHT (R)	19	0 *	1650	0.0000	
THRU (T)	297	297	3300	0.0900	0.0900
LEFT (L)	261	261	3000	0.0870	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
 INTERSECTION LEVEL OF SERVICE: C

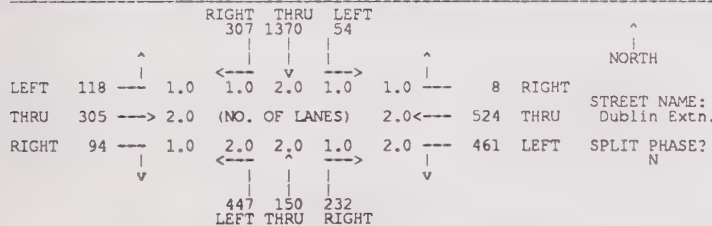
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2000 With Project - Mitigated FILE 133-00-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	232	0 *	1650	0.0000	
THRU (T)	150	150	3300	0.0455	
LEFT (L)	447	447	3000	0.1490	0.1490
SB RIGHT (R)	307	189 *	1650	0.1145	
THRU (T)	1370	1370	3300	0.4152	0.4152
LEFT (L)	54	54	1650	0.0327	
EB RIGHT (R)	94	0 *	1650	0.0000	
THRU (T)	305	305	3300	0.0924	0.0924
LEFT (L)	118	118	1650	0.0715	
WB RIGHT (R)	8	0 *	1650	0.0000	
THRU (T)	524	524	3300	0.1588	
LEFT (L)	461	461	3000	0.1537	0.1537

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

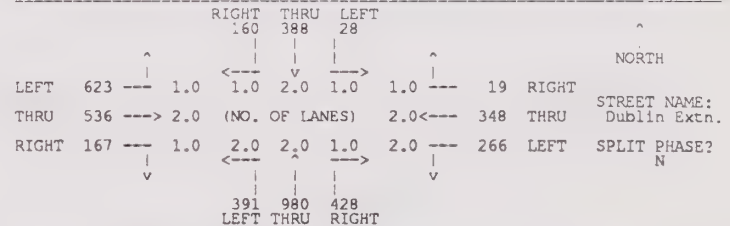
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2000 With Project - Mitigated FILE 133-00-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	428	282 *	1650	0.1709	
THRU (T)	980	980	3300	0.2970	0.2970
LEFT (L)	391	391	3000	0.1303	
SB RIGHT (R)	160	0 *	1650	0.0000	
THRU (T)	388	388	3300	0.1176	
LEFT (L)	28	28	1650	0.0170	0.0170
EB RIGHT (R)	167	0 *	1650	0.0000	
THRU (T)	536	536	3300	0.1624	
LEFT (L)	623	623	1650	0.3776	0.3776
WB RIGHT (R)	19	0 *	1650	0.0000	
THRU (T)	348	348	3300	0.1055	0.1055
LEFT (L)	266	266	3000	0.0887	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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10/7/92

		RIGHT		THRU		LEFT					
		46		240		37					
		1.0		2.0		1.0					
LEFT	32	---	1.0	<---	2.0	1.0	>---	1.0	---	67	RIGHT
THRU	355	---	1.0	(NO. OF LANES)				2.0	---	796	THRU
RIGHT	323	---	1.0	<---	2.0	1.0	>---	1.0	---	409	LEFT
		1.0		2.0		1.0		1.0			
		535		82		256					
		LEFT		THRU		RIGHT					

STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	256	0 *	1650	0.0000	
	THRU (T)	82	82	3300	0.0248	
	LEFT (L)	535	535	1650	0.3242	0.3242
SB	RIGHT (R)	46	14 *	1650	0.0085	
	THRU (T)	240	240	3300	0.0727	0.0727
	LEFT (L)	37	37	1650	0.0224	
EB	RIGHT (R)	323	0 *	1650	0.0000	
	THRU (T)	355	355	1650	0.2152	0.2152
	LEFT (L)	32	32	1650	0.0194	
WB	RIGHT (R)	67	30 *	1650	0.0182	
	THRU (T)	796	796	3300	0.2412	
	LEFT (L)	409	409	1650	0.2479	0.2479

TOTAL VOLUME-TO-CAPACITY RATIO:	0.86
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

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10/7/92

		RIGHT		THRU		LEFT			
		40		158		30			
		↓		↓		↓			
		1.0		2.0		1.0			
LEFT	61 --- 1.0	<---		2.0		1.0		1.0 ---	57 RIGHT
THRU	519 ---> 1.0	(NO. OF LANES)		2.0<---		650 THRU		STREET NAME: Dublin Extn	
RIGHT	586 --- 1.0	1.0		2.0		1.0		1.0 ---	283 LEFT
		←---		2.0		1.0		1.0 ---	SPLIT PHASE?
		↓		↓		↓		N	
		558		201		791			
		LEFT		THRU		RIGHT			

STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	791	508 *	1650	0.3079	
	THRU (T)	201	201	3300	0.0609	
	LEFT (L)	558	558	1650	0.3382	0.3382
SB	RIGHT (R)	40	0 *	1650	0.0000	
	THRU (T)	158	158	3300	0.0479	0.0479
	LEFT (L)	30	30	1650	0.0182	
EB	RIGHT (R)	586	28 *	1650	0.0170	
	THRU (T)	519	519	1650	0.3145	0.3145
	LEFT (L)	61	61	1650	0.0370	
WB	RIGHT (R)	57	27 *	1650	0.0164	
	THRU (T)	650	650	3300	0.1970	
	LEFT (L)	283	283	1650	0.1715	0.1715

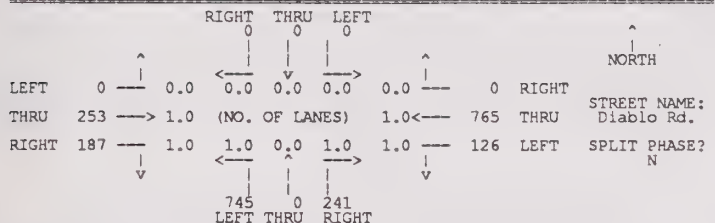
TOTAL VOLUME-TO-CAPACITY RATIO:	0.87
INTERSECTION LEVEL OF SERVICE:	

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	241	115 *	1720	0.0669	
LEFT (L)	745	745	1720	0.4331	0.4331
EB RIGHT (R)	187	0 *	1720	0.0000	
THRU (T)	253	253	1720	0.1471	
WB THRU (T)	765	765	1720	0.4448	0.4448
LEFT (L)	126	126	1720	0.0733	

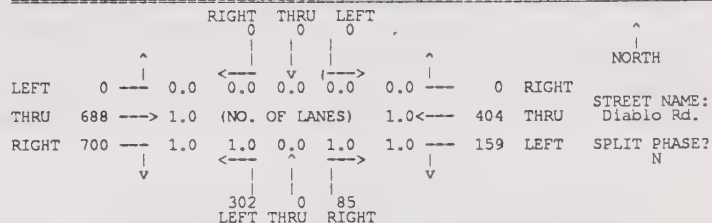
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	
LEFT (L)	302	302	1720	0.1756	0.1756
EB RIGHT (R)	700	398 *	1720	0.2314	
THRU (T)	688	688	1720	0.4000	0.4000
WB THRU (T)	404	404	1720	0.2349	
LEFT (L)	159	159	1720	0.0924	0.0924

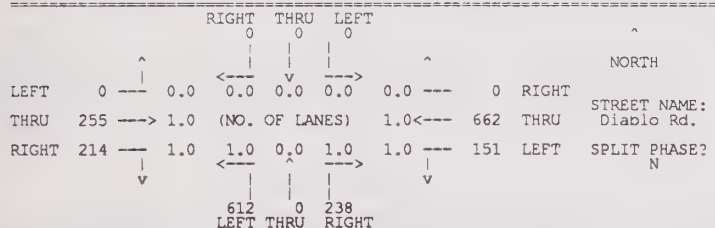
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	238	87 *	1720	0.0506	
LEFT (L)	612	612	1720	0.3558	0.3558
EB RIGHT (R)	214	0 *	1720	0.0000	
THRU (T)	255	255	1720	0.1483	
WB THRU (T)	662	662	1720	0.3849	0.3849
LEFT (L)	151	151	1720	0.0878	

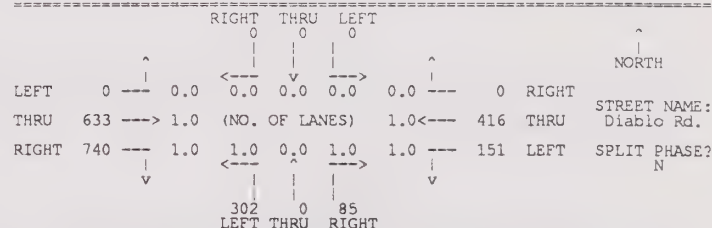
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Camino Tass. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	
LEFT (L)	302	302	1720	0.1756	0.1756
EB RIGHT (R)	740	438 *	1720	0.2547	
THRU (T)	633	633	1720	0.3680	0.3680
WB THRU (T)	416	416	1720	0.2419	
LEFT (L)	151	151	1720	0.0878	0.0878

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
 INTERSECTION LEVEL OF SERVICE: B

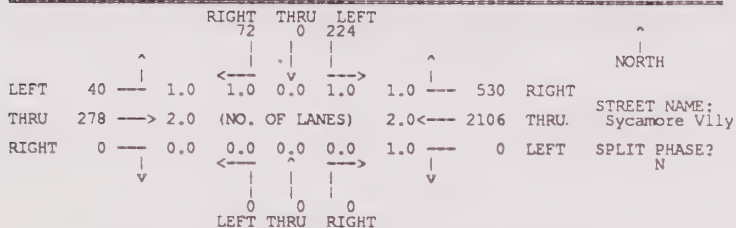
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	72	32 *	1650	0.0194	
SB LEFT (L)	224	224	1650	0.1358	0.1358
EB THRU (T)	278	278	3300	0.0842	
EB LEFT (L)	40	40	1650	0.0242	0.0242
WB RIGHT (R)	530	306 *	1650	0.1855	
WB THRU (T)	2106	2106	3300	0.6382	0.6382
WB LEFT (L)	0	0	1650	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

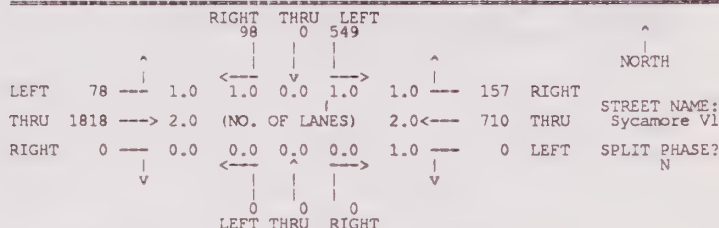
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	98	20 *	1650	0.0121	
SB LEFT (L)	549	549	1650	0.3327	0.3327
EB THRU (T)	1818	1818	3300	0.5509	0.5509
EB LEFT (L)	78	78	1650	0.0473	
WB RIGHT (R)	157	0 *	1650	0.0000	
WB THRU (T)	710	710	3300	0.2152	
WB LEFT (L)	0	0	1650	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

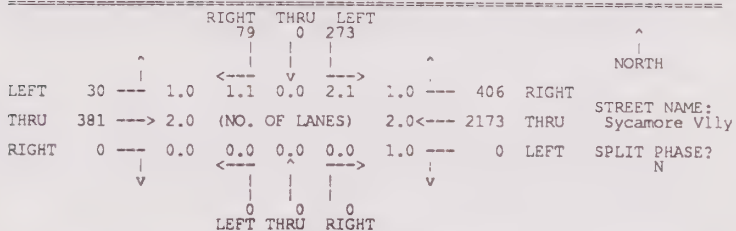
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	79	79	1650	0.0479	
SB LEFT (L)	273	273	3000	0.0910	
T + R + L		352	3000	0.1173	0.1173
EB THRU (T)	381	381	3300	0.1155	
EB LEFT (L)	30	30	1650	0.0182	0.0182
WB RIGHT (R)	406	256 *	1650	0.1552	
WB THRU (T)	2173	2173	3300	0.6585	0.6585
WB LEFT (L)	0	0	1650	0.0000	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
 INTERSECTION LEVEL OF SERVICE: C

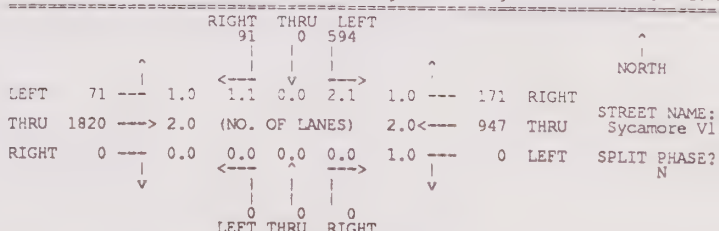
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 506 Camino Tass. and Sycamore Villy DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Camino Tass. SPLIT PHASE? N

5 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	91	91	1650	0.0552	
SB LEFT (L)	594	594	3000	0.1980	
T + R + L		685	3000	0.2283	0.2283
EB THRU (T)	1820	1820	3300	0.5515	0.5515
EB LEFT (L)	71	71	1650	0.0430	
WB RIGHT (R)	171	0 *	1650	0.0000	
WB THRU (T)	947	947	3300	0.2870	
WB LEFT (L)	0	0	1650	0.0000	0.0000

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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10/7/92

		RIGHT		THRU		LEFT					
		0		0		0					
		←		V		→					
		0.0		0.0		0.0					
LEFT	0	---	0.0					0.0	---	0	RIGHT
THRU	501	---	3.1	(NO. OF LANES)				3.0	---	2329	THRU
RIGHT	562	---	1.1					2.0	---	1261	LEFT
		V		2.0		0.0		2.5		2.0	
		←		V		→		V			
		329		0		166					
		LEFT		THRU		RIGHT					

NORTH

STREET NAME:
Crow Canyon

SPLIT PHASE?
N

3 PHASE SIGNAL

TOTAL VOLUME-TO-CAPACITY RATIO:	0.84
INTERSECTION LEVEL OF SERVICE:	D

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		RIGHT 0		THRU 0		LEFT 0					
										NORTH ^	
LEFT	0	---	0.0	<---	0.0	0.0	0.0	---	0	RIGHT	
		^		v		^					
THRU	2147	---	3.1	(NO. OF LANES)		3.0	<---	870	THRU	STREET NAME: Crow Canyon	
		^		^		^					
RIGHT	385	---	1.1	2.0	0.0	2.5	2.0	---	402	LEFT	SPLIT PHASE?
		v		v		v				N	
		372		0		1123					
		LEFT		THRU		RIGHT					

3 PHASE SIGNAL

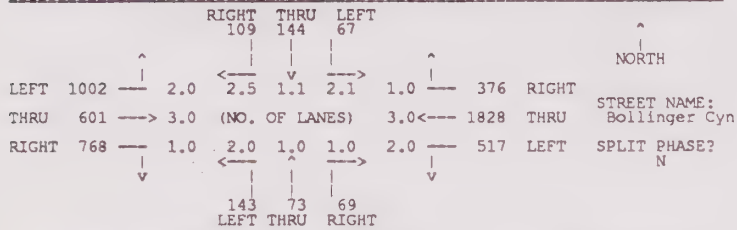
TOTAL VOLUME-TO-CAPACITY RATIO:	0.85
INTERSECTION LEVEL OF SERVICE:	D

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	69	0 *	1650	0.0000	
THRU (T)	73	73	1650	0.0442	
LEFT (L)	143	143	3000	0.0477	0.0477
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	144	144	1650	0.0873	
LEFT (L)	67	67	3000	0.0223	0.0873
T + L		211	3000	0.0703	
EB RIGHT (R)	768	689 *	1650	0.4176	
THRU (T)	601	601	4950	0.1214	
LEFT (L)	1002	1002	3000	0.3340	0.3340
WB RIGHT (R)	376	339 *	1650	0.2055	
THRU (T)	1828	1828	4950	0.3693	
LEFT (L)	517	517	3000	0.1723	0.3693

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

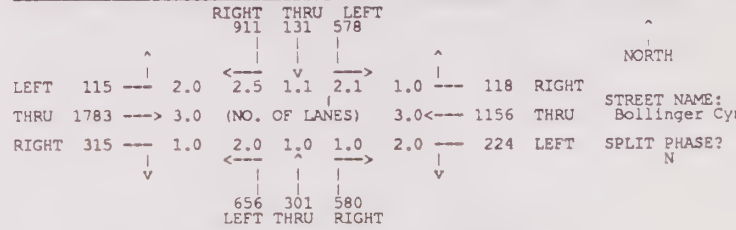
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	580	457 *	1650	0.2770	
THRU (T)	301	301	1650	0.1824	
LEFT (L)	656	656	3000	0.2187	0.2187
SB RIGHT (R)	911	796 *	3000	0.2653	
THRU (T)	131	131	1650	0.0794	
LEFT (L)	578	578	3000	0.1927	0.2653
T + L		709	3000	0.2363	
EB RIGHT (R)	315	0 *	1650	0.0000	
THRU (T)	1783	1783	4950	0.3602	
LEFT (L)	115	115	3000	0.0383	0.3602
WB RIGHT (R)	118	0 *	1650	0.0000	
THRU (T)	1156	1156	4950	0.2335	
LEFT (L)	224	224	3000	0.0747	0.2335

TOTAL VOLUME-TO-CAPACITY RATIO: 0.98
 INTERSECTION LEVEL OF SERVICE: E

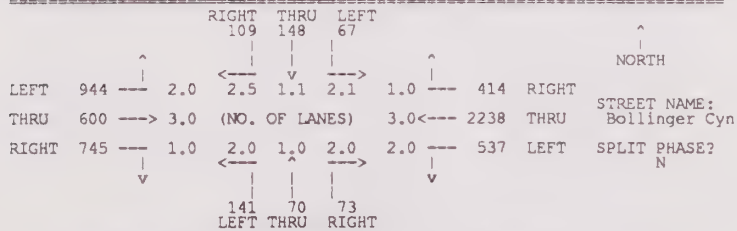
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	73	0 *	3000	0.0000	
THRU (T)	70	70	1650	0.0424	
LEFT (L)	141	141	3000	0.0470	0.0470
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	148	148	1650	0.0897	
LEFT (L)	67	67	3000	0.0223	0.0897
T + L		215	3000	0.0717	
EB RIGHT (R)	745	667 *	1650	0.4042	
THRU (T)	600	600	4950	0.1212	
LEFT (L)	944	944	3000	0.3147	0.3147
WB RIGHT (R)	414	377 *	1650	0.2285	
THRU (T)	2238	2238	4950	0.4521	
LEFT (L)	537	537	3000	0.1790	0.4521

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

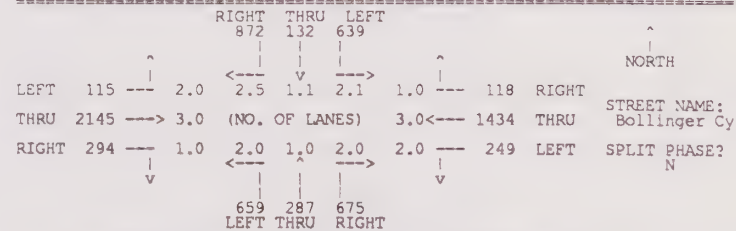
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Camino Ramon SPLIT PHASE? Y

6 PHASE SIGNAL

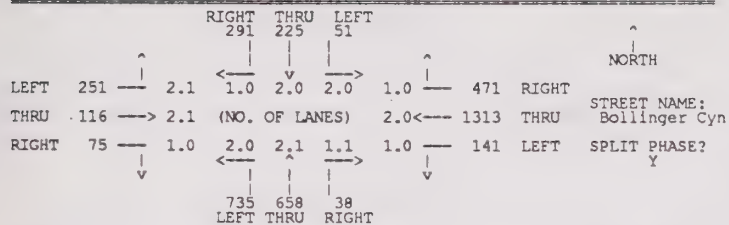
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	675	538 *	3000	0.1793	
THRU (T)	287	287	1650	0.1739	
LEFT (L)	659	659	3000	0.2197	0.2197
SB RIGHT (R)	872	757 *	3000	0.2523	
THRU (T)	132	132	1650	0.0800	
LEFT (L)	639	639	3000	0.2130	0.2523
T + L		771	3000	0.2570	
EB RIGHT (R)	294	0 *	1650	0.0000	
THRU (T)	2145	2145	4950	0.4333	
LEFT (L)	115	115	3000	0.0383	0.4333
WB RIGHT (R)	118	0 *	1650	0.0000	
THRU (T)	1434	1434	4950	0.2897	
LEFT (L)	249	249	3000	0.0830	0.2897

TOTAL VOLUME-TO-CAPACITY RATIO: 0.99
 INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project - Mitigated PEAK HOUR: FILE 133-1N-M



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

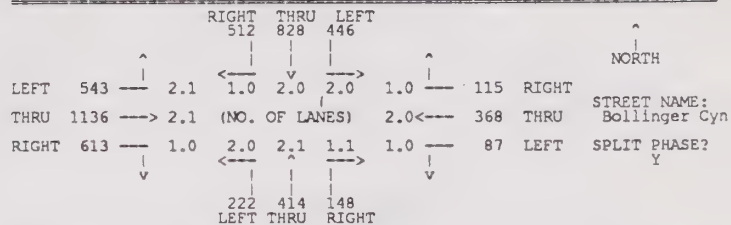
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	38	38	1650	0.0230	
THRU (T)	658	658	3300	0.1994	
LEFT (L)	735	735	3000	0.2450	0.2450
T + R		696	3300	0.2109	
SB RIGHT (R)	291	153 *	1650	0.0927	0.0927
THRU (T)	225	225	3300	0.0682	
LEFT (L)	51	51	3000	0.0170	
EB RIGHT (R)	75	0 *	1650	0.0000	
THRU (T)	116	116	3300	0.0352	
LEFT (L)	251	251	3000	0.0837	0.0837
T + L		367	4650	0.0789	
WB RIGHT (R)	471	443 *	1650	0.2685	
THRU (T)	1313	1313	3300	0.3979	0.3979
LEFT (L)	141	141	1650	0.0855	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project - Mitigated PEAK HOUR: FILE 133-1N-M



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

6 PHASE SIGNAL

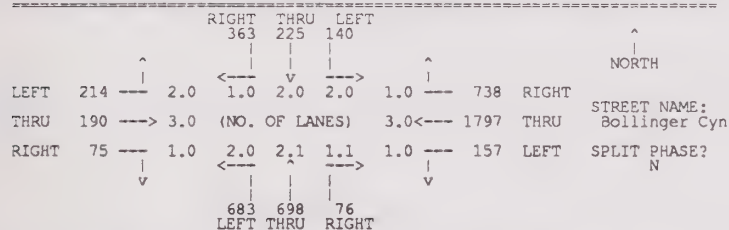
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	148	148	1650	0.0897	
THRU (T)	414	414	3300	0.1255	
LEFT (L)	222	222	3000	0.0740	0.0740
T + R		562	3300	0.1703	
SB RIGHT (R)	512	213 *	1650	0.1291	
THRU (T)	828	828	3300	0.2509	0.2509
LEFT (L)	446	446	3000	0.1487	
EB RIGHT (R)	613	491 *	1650	0.2976	
THRU (T)	1136	1136	3300	0.3442	
LEFT (L)	543	543	3000	0.1810	
T + L		1679	4650	0.3611	0.3611
WB RIGHT (R)	115	0 *	1650	0.0000	
THRU (T)	368	368	3300	0.1115	0.1115
LEFT (L)	87	87	1650	0.0527	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

8 PHASE SIGNAL

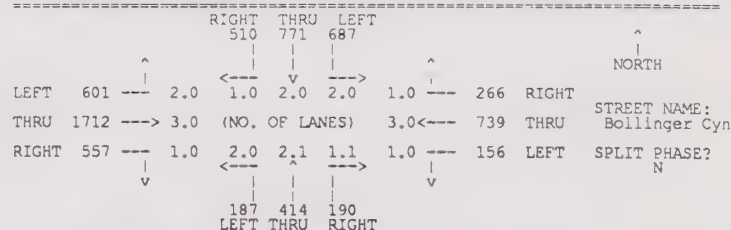
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	76	76	1650	0.0461	
THRU (T)	698	698	3300	0.2115	
LEFT (L)	683	683	3000	0.2277	0.2277
T + R		774	3300	0.2345	
SB RIGHT (R)	363	245 *	1650	0.1485	0.1485
THRU (T)	225	225	3300	0.0682	
LEFT (L)	140	140	3000	0.0467	
EB RIGHT (R)	75	0 *	1650	0.0000	
THRU (T)	190	190	4950	0.0384	
LEFT (L)	214	214	3000	0.0713	0.0713
WB RIGHT (R)	738	661 *	1650	0.4006	0.4006
THRU (T)	1797	1797	4950	0.3630	
LEFT (L)	157	157	1650	0.0952	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
 INTERSECTION LEVEL OF SERVICE: D

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M



STREET NAME: Alcosta Blvd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	190	190	1650	0.1152	
THRU (T)	414	414	3300	0.1255	
LEFT (L)	187	187	3000	0.0623	
T + R		604	3300	0.1830	0.1830
SB RIGHT (R)	510	179 *	1650	0.1085	
THRU (T)	771	771	3300	0.2336	
LEFT (L)	687	687	3000	0.2290	0.2290
EB RIGHT (R)	557	454 *	1650	0.2752	
THRU (T)	1712	1712	4950	0.3459	0.3459
LEFT (L)	601	601	3000	0.2003	
WB RIGHT (R)	266	0 *	1650	0.0000	
THRU (T)	739	739	4950	0.1493	
LEFT (L)	156	156	1650	0.0945	0.0945

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
 INTERSECTION LEVEL OF SERVICE: D

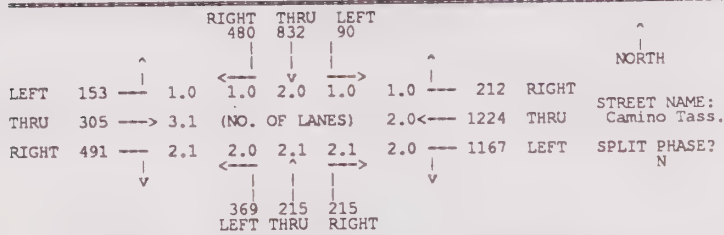
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 No Project - Mitigated PEAK HOUR: FILE 133-IN-M



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	215	0 *	3000	0.0000	
THRU (T)	215	215	3300	0.0652	
LEFT (L)	369	369	3000	0.1230	0.1230
T + R		215	4650	0.0462	
SB RIGHT (R)	480	327 *	1650	0.1982	
THRU (T)	832	832	3300	0.2521	0.2521
LEFT (L)	90	90	1650	0.0545	
EB RIGHT (R)	491	288 *	3000	0.0960	0.0960
THRU (T)	305	305	4950	0.0616	
LEFT (L)	153	153	1650	0.0927	
T + R		593	6300	0.0941	
WB RIGHT (R)	212	122 *	1650	0.0739	
THRU (T)	1224	1224	3300	0.3709	
LEFT (L)	1167	1167	3000	0.3890	0.3890

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

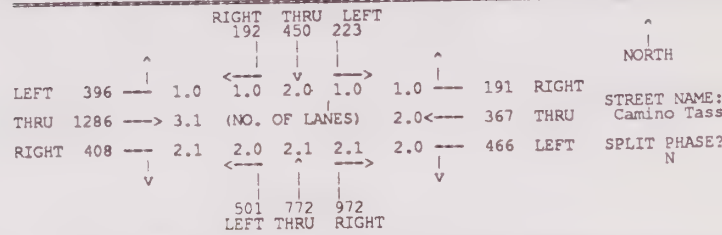
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 No Project - Mitigated PEAK HOUR: FILE 133-IN-M



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	972	716 *	3000	0.2387	
THRU (T)	772	772	3300	0.2339	
LEFT (L)	501	501	3000	0.1670	
T + R		1488	4650	0.3200	0.3200
SB RIGHT (R)	192	0 *	1650	0.0000	
THRU (T)	450	450	3300	0.1364	
LEFT (L)	223	223	1650	0.1352	0.1352
EB RIGHT (R)	408	132 *	3000	0.0440	
THRU (T)	1286	1286	4950	0.2598	0.2598
LEFT (L)	396	396	1650	0.2400	
T + R		1418	6300	0.2251	
WB RIGHT (R)	191	0 *	1650	0.0000	
THRU (T)	367	367	3300	0.1112	
LEFT (L)	466	466	3000	0.1553	0.1553

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

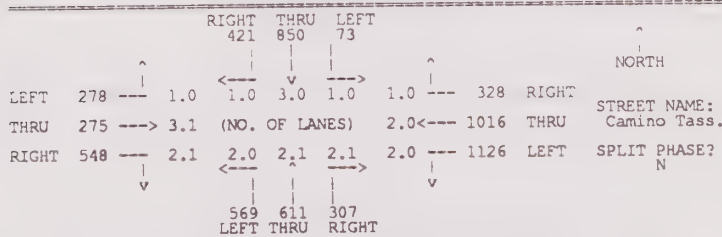
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : AM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	307	0 *	3000	0.0000	
THRU (T)	611	611	3300	0.1852	
LEFT (L)	569	569	3000	0.1897	0.1897
T + R		611	4650	0.1314	
SB RIGHT (R)	421	143 *	1650	0.0867	
THRU (T)	850	850	4950	0.1717	0.1717
LEFT (L)	73	73	1650	0.0442	
EB RIGHT (R)	548	235 *	3000	0.0783	
THRU (T)	275	275	4950	0.0556	
LEFT (L)	278	278	1650	0.1685	0.1685
T + R		510	6300	0.0810	
WB RIGHT (R)	328	255 *	1650	0.1545	
THRU (T)	1016	1016	3300	0.3079	0.3079
LEFT (L)	1126	1126	3000	0.3753	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

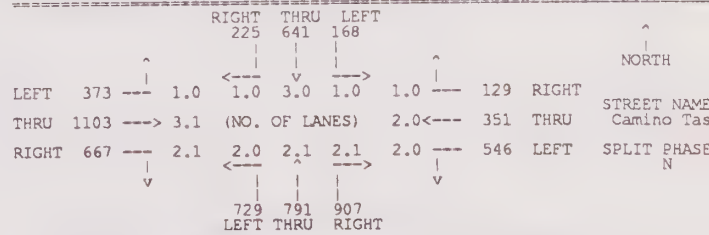
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: : PM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M



STREET NAME: Blackhawk Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	907	607 *	3000	0.2023	
THRU (T)	791	791	3300	0.2397	
LEFT (L)	729	729	3000	0.2430	
T + R		1398	4650	0.3006	0.3006
SB RIGHT (R)	225	0 *	1650	0.0000	
THRU (T)	641	641	4950	0.1295	
LEFT (L)	168	168	1650	0.1018	0.1018
EB RIGHT (R)	667	266 *	3000	0.0887	
THRU (T)	1103	1103	4950	0.2228	0.2228
LEFT (L)	373	373	1650	0.2261	
T + R		1369	6300	0.2173	
WB RIGHT (R)	129	0 *	1650	0.0000	
THRU (T)	351	351	3300	0.1064	
LEFT (L)	546	546	3000	0.1820	0.1820

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

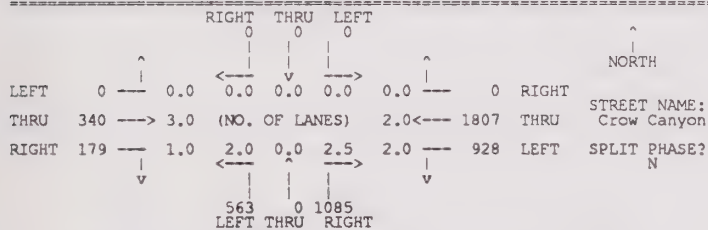
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: AM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1085	157 *	3127	0.0502	
LEFT (L)	563	563	3127	0.1800	0.1800
EB RIGHT (R)	179	0 *	1720	0.0000	
THRU (T)	340	340	5160	0.0659	
WB THRU (T)	1807	1807	3440	0.5253	0.5253
LEFT (L)	928	928	3127	0.2968	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
 INTERSECTION LEVEL OF SERVICE: C

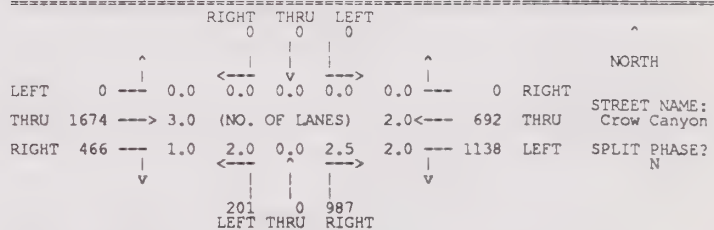
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M
 CONDITION



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

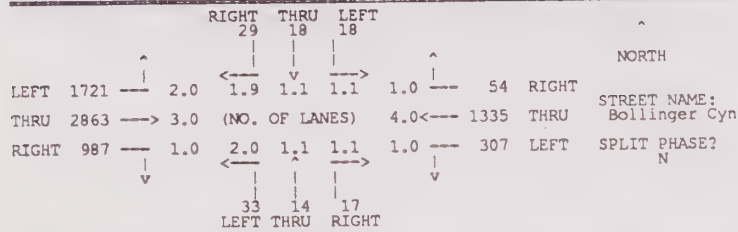
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	987	0 *	3127	0.0000	
LEFT (L)	201	201	3127	0.0643	0.0643
EB RIGHT (R)	466	355 *	1720	0.2064	
THRU (T)	1674	1674	5160	0.3244	0.3244
WB THRU (T)	692	692	3440	0.2012	
LEFT (L)	1138	1138	3127	0.3639	0.3639

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 No Project - Mitigated PEAK HOUR: FILE 133-1N-M
 CONDITION

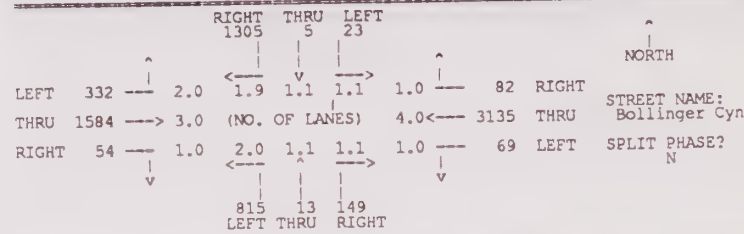


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	17	1650	0.0103	
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + R		31	1650	0.0188	0.0188
SB RIGHT (R)	29	29	1650	0.0176	
THRU (T)	18	18	1650	0.0109	
LEFT (L)	18	18	1650	0.0109	
T + L		36	1650	0.0218	0.0218
EB RIGHT (R)	987	969 *	1650	0.5873	
THRU (T)	2863	2863	4950	0.5784	
LEFT (L)	1721	1721	3000	0.5737	0.5737
WB RIGHT (R)	54	36 *	1650	0.0218	
THRU (T)	1335	1335	6600	0.2023	
LEFT (L)	307	307	1650	0.1861	0.2023
TOTAL VOLUME-TO-CAPACITY RATIO:					0.82
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 No Project - Mitigated PEAK HOUR: FILE 133-1N-M
 CONDITION

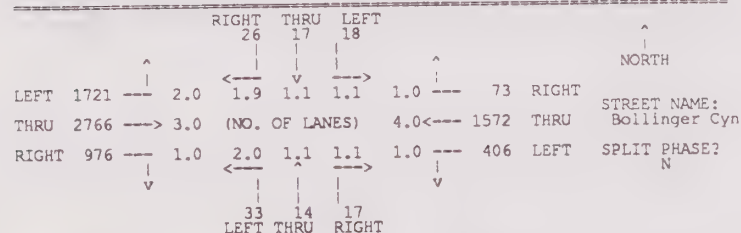


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	149	149	1650	0.0903	
THRU (T)	13	13	1650	0.0079	
LEFT (L)	815	815	3000	0.2717	0.2717
T + R		162	1650	0.0982	
SB RIGHT (R)	1305	1305	1650	0.7909	
THRU (T)	5	5	1650	0.0030	
LEFT (L)	23	23	1650	0.0139	
T + L		28	1650	0.0170	0.0170
EB RIGHT (R)	54	0 *	1650	0.0000	
THRU (T)	1584	1584	4950	0.3200	
LEFT (L)	332	332	3000	0.1107	0.1107
WB RIGHT (R)	82	59 *	1650	0.0358	
THRU (T)	3135	3135	6600	0.4750	
LEFT (L)	69	69	1650	0.0418	0.4750
TOTAL VOLUME-TO-CAPACITY RATIO:					0.87
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

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CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M
 CONDITION

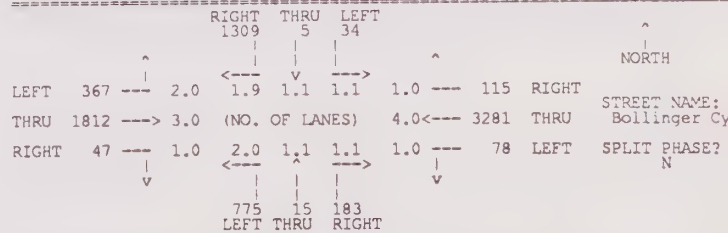


6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	17	1650	0.0103	
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + R		31	1650	0.0188	0.0188
SB RIGHT (R)	26	26	1650	0.0159	
THRU (T)	17	17	1650	0.0103	
LEFT (L)	18	18	1650	0.0109	
T + L		35	1650	0.0212	0.0212
EB RIGHT (R)	976	958 *	1650	0.5806	
THRU (T)	2766	2766	4950	0.5588	
LEFT (L)	1721	1721	3000	0.5737	0.5806
WB RIGHT (R)	73	55 *	1650	0.0333	
THRU (T)	1572	1572	6600	0.2382	
LEFT (L)	406	406	1650	0.2461	0.2461
TOTAL VOLUME-TO-CAPACITY RATIO:					0.87
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 NN

CTTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/7/92
 INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Year 2010 With Project - Mitigated PEAK HOUR: FILE 133-10-M
 CONDITION



6 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	183	183	1650	0.1109	
THRU (T)	15	15	1650	0.0091	
LEFT (L)	775	775	3000	0.2583	0.2583
T + R		198	1650	0.1200	
SB RIGHT (R)	1309	1309	1650	0.7933	
THRU (T)	5	5	1650	0.0030	
LEFT (L)	34	34	1650	0.0206	
T + L		39	1650	0.0236	0.0236
EB RIGHT (R)	47	0 *	1650	0.0000	
THRU (T)	1812	1812	4950	0.3661	
LEFT (L)	367	367	3000	0.1223	0.1223
WB RIGHT (R)	115	81 *	1650	0.0491	
THRU (T)	3281	3281	6600	0.4971	
LEFT (L)	78	78	1650	0.0473	0.4971
TOTAL VOLUME-TO-CAPACITY RATIO:					0.90
INTERSECTION LEVEL OF SERVICE:					D

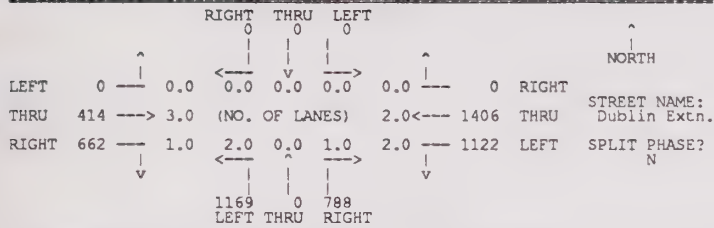
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	788	171 *	1650	0.1036	0.3897
NB LEFT (L)	1169	1169	3000	0.3897	
EB RIGHT (R)	662	19 *	1650	0.0115	0.0836
EB THRU (T)	414	414	4950	0.0836	
WB THRU (T)	1406	1406	3300	0.4261	0.3740
WB LEFT (L)	1122	1122	3000	0.3740	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
 INTERSECTION LEVEL OF SERVICE: D

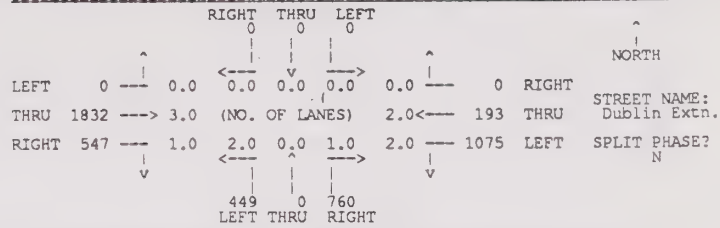
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	760	169 *	1650	0.1024	0.1497
NB LEFT (L)	449	449	3000	0.1497	
EB RIGHT (R)	547	300 *	1650	0.1818	0.3701
EB THRU (T)	1832	1832	4950	0.3701	
WB THRU (T)	193	193	3300	0.0585	0.3583
WB LEFT (L)	1075	1075	3000	0.3583	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
 INTERSECTION LEVEL OF SERVICE: D

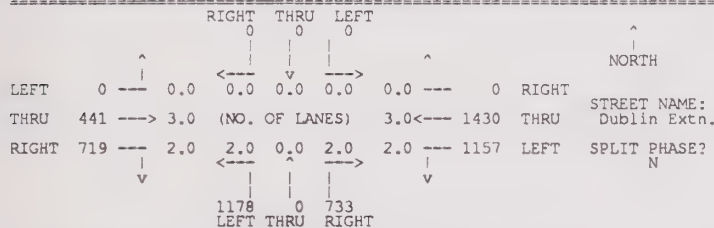
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	733	97 *	3000	0.0323	0.3927
NB LEFT (L)	1178	1178	3000	0.3927	
EB RIGHT (R)	719	71 *	3000	0.0237	0.0891
EB THRU (T)	441	441	4950	0.0891	
WB THRU (T)	1430	1430	4950	0.2889	0.3857
WB LEFT (L)	1157	1157	3000	0.3857	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

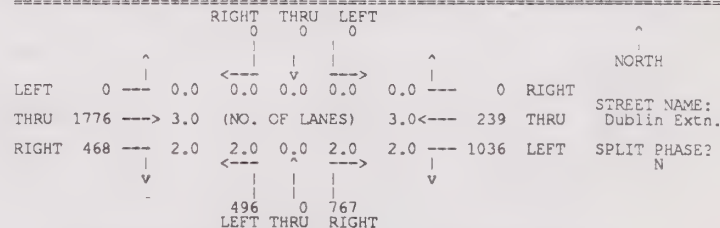
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	767	197 *	3000	0.0657	0.1653
NB LEFT (L)	496	496	3000	0.1653	
EB RIGHT (R)	468	195 *	3000	0.0650	0.3588
EB THRU (T)	1776	1776	4950	0.3588	
WB THRU (T)	239	239	4950	0.0483	0.3453
WB LEFT (L)	1036	1036	3000	0.3453	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

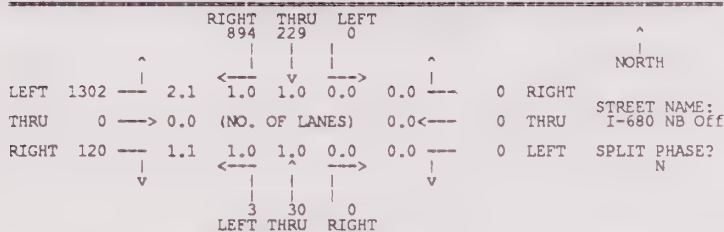
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	30	30	1650	0.0182	0.0018
LEFT (L)	3	3	1650	0.0018	
SB RIGHT (R)	894	178 *	1650	0.1079	0.1388
THRU (T)	229	229	1650	0.1388	
EB RIGHT (R)	120	120	1650	0.0727	0.4740
LEFT (L)	1302	1302	3000	0.4340	
T + R + L		1422	3000	0.4740	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.61 B

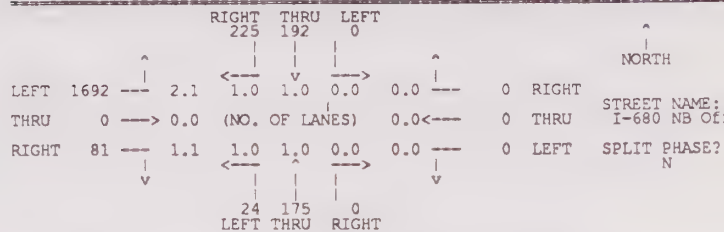
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	175	175	1650	0.1061	0.0145
LEFT (L)	24	24	1650	0.0145	
SB RIGHT (R)	225	0 *	1650	0.0000	0.1164
THRU (T)	192	192	1650	0.1164	
EB RIGHT (R)	81	81	1650	0.0491	0.5910
LEFT (L)	1692	1692	3000	0.5640	
T + R + L		1773	3000	0.5910	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.72 C

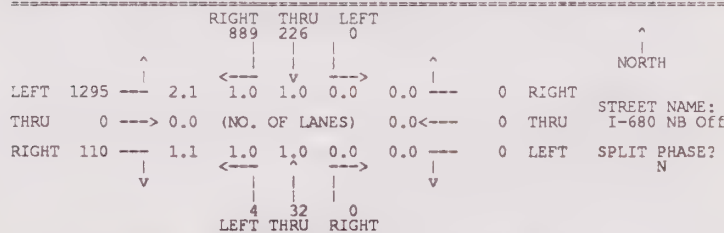
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	32	32	1650	0.0194	0.0024
LEFT (L)	4	4	1650	0.0024	
SB RIGHT (R)	889	177 *	1650	0.1073	0.1370
THRU (T)	226	226	1650	0.1370	
EB RIGHT (R)	110	110	1650	0.0667	0.4683
LEFT (L)	1295	1295	3000	0.4317	
T + R + L		1405	3000	0.4683	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.61 B

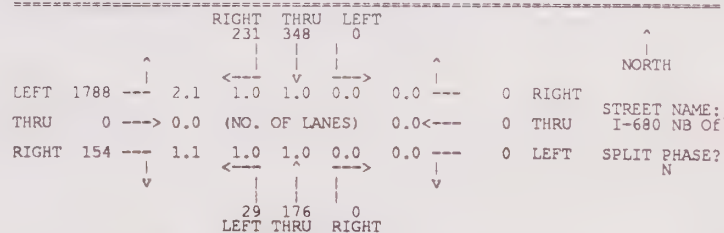
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	176	176	1650	0.1067	0.0176
LEFT (L)	29	29	1650	0.0176	
SB RIGHT (R)	231	0 *	1650	0.0000	0.2109
THRU (T)	348	348	1650	0.2109	
EB RIGHT (R)	154	154	1650	0.0933	0.6473
LEFT (L)	1788	1788	3000	0.5960	
T + R + L		1942	3000	0.6473	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.88 D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/7/92

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
COUNT DATE/TIME: PEAK HOUR:
CONDITION : AM Year 2010 With Project - Mitigated FILE 133-10-M

[illegible]

STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL						
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T)	952	952	4950	0.1923	0.1197
	LEFT (L)	359	359	3000	0.1197	
SB	RIGHT (R)	490	311 *	1650	0.1885	0.4511
	THRU (T)	2233	2233	4950	0.4511	
EB	RIGHT (R)	594	397 *	1650	0.2406	0.2406
	LEFT (L)	179	179	1650	0.1085	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.81
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M

		RIGHT		THRU		LEFT			
		211		1227		0			
		1.0		3.0		0.0		NORTH	
LEFT	467	1.0	1.0	3.0	0.0	0.0	0.0	0	RIGHT
THRU	0	0.0	(NO. OF LANES)			0.0	0.0	0	THRU
STREET NAME:									
Amador Valley									
RIGHT	410	1.0	2.0	3.0	0.0	0.0	0.0	0	LEFT
SPLIT PHASE?									
N									
		517		2449		0			
		LEFT		THRU		RIGHT			

STREET NAME: Dougherty Rd. SPLIT PHASE? N

4 PHASE SIGNAL						
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T)	2449	2449	4950	0.4947	0.4947
	LEFT (L)	517	517	3000	0.1723	
SB	RIGHT (R)	211	0 *	1650	0.0000	0.2479
	THRU (T)	1227	1227	4950	0.2479	
EB	RIGHT (R)	410	126 *	1650	0.0764	0.2830
	LEFT (L)	467	467	1650	0.2830	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE:

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

10/7/92

INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M

		RIGHT		THRU		LEFT			
		0		1052		317			
		^		v		^		NORTH	
LEFT	0 --- 0.0	<--- 0.0		3.0		2.0 >---		2.0 ^--- 1112	RIGHT
THRU	0 ---> 0.0	(NO. OF LANES)							
THRU	0 ---> 0.0	(0.0		3.0		1.0 <---		0	THRU
RIGHT	0 --- 0.0	0.0		3.0		1.0 >---		100	LEFT
		v		v		v			
		0		1476		139			
		LEFT THRU		THRU		RIGHT			
		SPLIT PHASE? N							
		STREET NAME: S.P. R.O.W.							

STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME *	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	139	39 *	1720	0.0227	
	THRU (T)	1476	1476	5160	0.2860	0.2860
SB	THRU (T)	1052	1052	5160	0.2039	
	LEFT (L)	317	317	3127	0.1014	0.1014
WB	RIGHT (R)	1112	938 *	3127	0.3000	0.3000
	LEFT (L)	100	100	1720	0.0581	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.69
INTERSECTION LEVEL OF SERVICE:	B

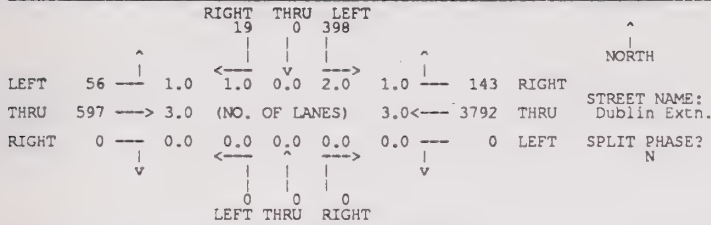
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	19	0 *	1720	0.0000	0.1273
LEFT (L)	398	398	3127	0.1273	
EB THRU (T)	597	597	5160	0.1157	0.0326
LEFT (L)	56	56	1720	0.0326	
WB RIGHT (R)	143	0 *	1720	0.0000	0.7349
THRU (T)	3792	3792	5160	0.7349	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

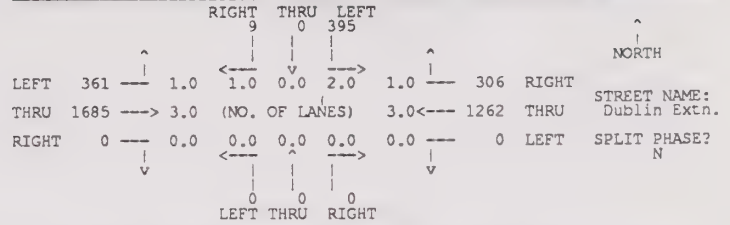
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	9	0 *	1720	0.0000	0.1263
LEFT (L)	395	395	3127	0.1263	
EB THRU (T)	1685	1685	5160	0.3266	0.2099
LEFT (L)	361	361	1720	0.2099	
WB RIGHT (R)	306	89 *	1720	0.0517	0.2446
THRU (T)	1262	1262	5160	0.2446	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
 INTERSECTION LEVEL OF SERVICE: A

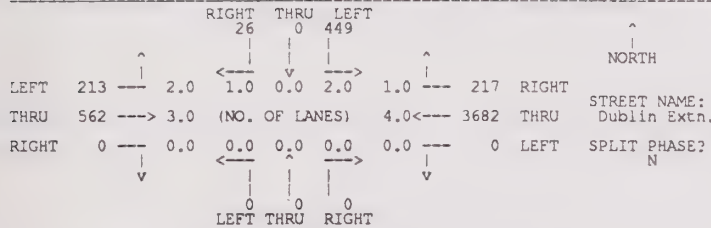
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	26	0 *	1720	0.0000	0.1436
LEFT (L)	449	449	3127	0.1436	
EB THRU (T)	562	562	5160	0.1089	0.0681
LEFT (L)	213	213	3127	0.0681	
WB RIGHT (R)	217	0 *	1720	0.0000	0.5352
THRU (T)	3682	3682	6880	0.5352	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
 INTERSECTION LEVEL OF SERVICE: C

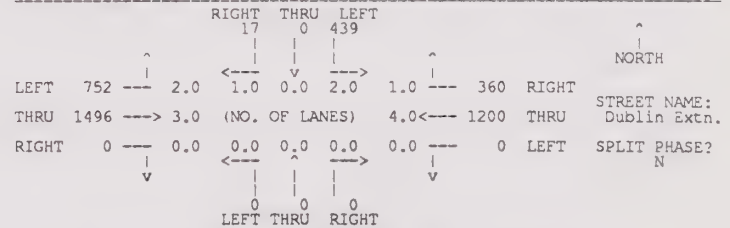
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	17	0 *	1720	0.0000	0.1404
LEFT (L)	439	439	3127	0.1404	
EB THRU (T)	1496	1496	5160	0.2899	0.2405
LEFT (L)	752	752	3127	0.2405	
WB RIGHT (R)	360	119 *	1720	0.0692	0.1744
THRU (T)	1200	1200	6880	0.1744	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
 INTERSECTION LEVEL OF SERVICE: A

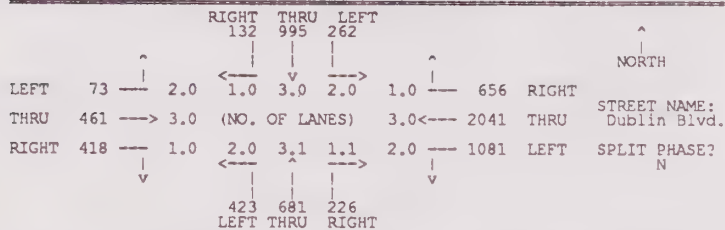
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : AM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	226	1650	0.1370	
THRU (T)	681	681	4950	0.1376	
LEFT (L)	423	423	3000	0.1410	0.1410
T + R		907	4950	0.1832	
SB RIGHT (R)	132	92 *	1650	0.0558	
THRU (T)	995	995	4950	0.2010	0.2010
LEFT (L)	262	262	3000	0.0873	
EB RIGHT (R)	418	185 *	1650	0.1121	0.1121
THRU (T)	461	461	4950	0.0931	
LEFT (L)	73	73	3000	0.0243	
WB RIGHT (R)	656	512 *	1650	0.3103	
THRU (T)	2041	2041	4950	0.4123	
LEFT (L)	1081	1081	3000	0.3603	0.3603

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.81 D

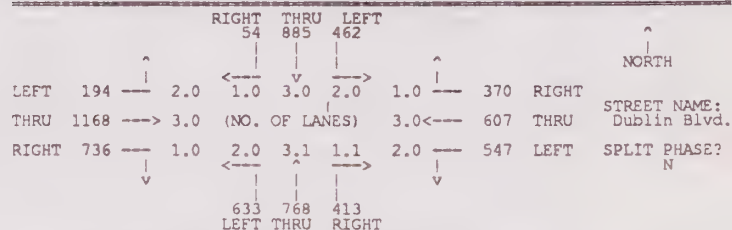
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : PM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	413	413	1650	0.2503	0.2503
THRU (T)	768	768	4950	0.1552	
LEFT (L)	633	633	3000	0.2110	
T + R		1181	4950	0.2386	
SB RIGHT (R)	54	0 *	1650	0.0000	
THRU (T)	885	885	4950	0.1788	
LEFT (L)	462	462	3000	0.1540	0.1540
EB RIGHT (R)	736	388 *	1650	0.2352	
THRU (T)	1168	1168	4950	0.2360	0.2360
LEFT (L)	194	194	3000	0.0647	
WB RIGHT (R)	370	116 *	1650	0.0703	
THRU (T)	607	607	4950	0.1226	
LEFT (L)	547	547	3000	0.1823	0.1823

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.82 D

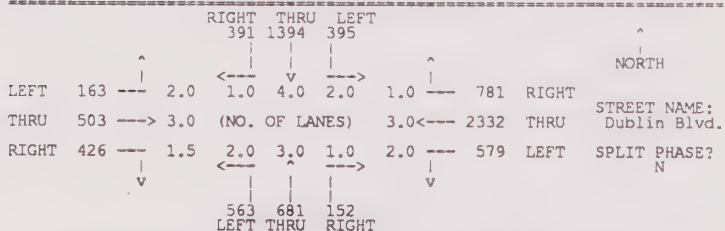
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : AM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	152	0 *	1650	0.0000	
THRU (T)	681	681	4950	0.1376	
LEFT (L)	563	563	3000	0.1877	0.1877
SB RIGHT (R)	391	301 *	1650	0.1824	
THRU (T)	1394	1394	6600	0.2112	0.2112
LEFT (L)	395	395	3000	0.1317	
EB RIGHT (R)	426	116 *	1650	0.0703	
THRU (T)	503	503	4950	0.1016	
LEFT (L)	163	163	3000	0.0543	0.0543
WB RIGHT (R)	781	564 *	1650	0.3418	
THRU (T)	2332	2332	4950	0.4711	0.4711
LEFT (L)	579	579	3000	0.1930	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.92 E

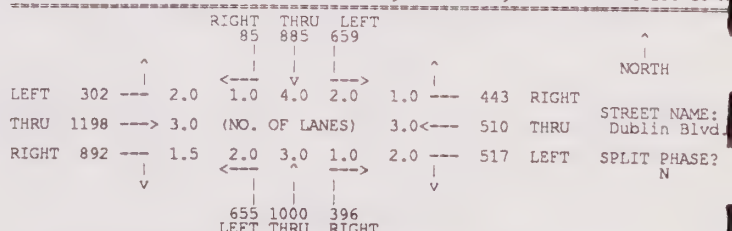
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	396	112 *	1650	0.0679	
THRU (T)	1000	1000	4950	0.2020	0.2020
LEFT (L)	655	655	3000	0.2183	
SB RIGHT (R)	85	0 *	1650	0.0000	
THRU (T)	885	885	6600	0.1341	
LEFT (L)	659	659	3000	0.2197	0.2197
EB RIGHT (R)	882	532 *	1650	0.3224	0.3224
THRU (T)	1198	1198	4950	0.2420	
LEFT (L)	302	302	3000	0.1007	
WB RIGHT (R)	443	81 *	1650	0.0491	
THRU (T)	510	510	4950	0.1030	
LEFT (L)	517	517	3000	0.1723	0.1723

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.92 E

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10/7/92

[illegible]

4 PHASE SIGNAL

TOTAL VOLUME-TO-CAPACITY RATIO:	0.54
INTERSECTION LEVEL OF SERVICE:	A

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		RIGHT		THRU		LEFT			
		513		1140		0			
		<---		v					
LEFT	0 --- 0.0	1.9	3.0	0.0		2.0	---	315	RIGHT
THRU	0 ---> 0.0	(NO. OF LANES)				0.0	<---	0	THRU
RIGHT	0 --- 0.0	0.0	3.0	1.9		2.0	---	530	LEFT
		<---							
		0		2426		866			
		LEFT		THRU		RIGHT			

NORTH

STREET NAME:
I-580 WB Off

SPLIT PHASE?
N

4 PHASE SIGNAL

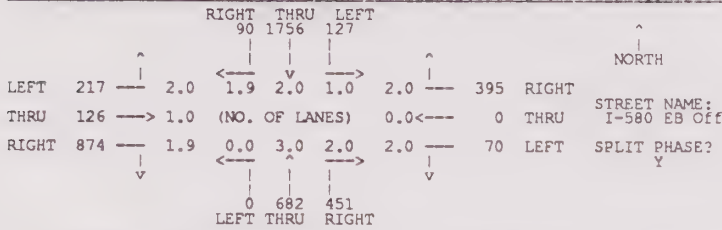
TOTAL VOLUME-TO-CAPACITY RATIO:	0.67
INTERSECTION LEVEL OF SERVICE:	B

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	682	682	4950	0.1378	
SB RIGHT (R)	90	90	1650	0.0545	
THRU (T)	1756	1756	3300	0.5321	0.5321
LEFT (L)	127	127	1650	0.0770	
EB RIGHT (R)	874	874	1650	0.5297	
THRU (T)	126	126	1650	0.0764	0.0764
LEFT (L)	217	217	3000	0.0723	
WB RIGHT (R)	395	268 *	3000	0.0893	0.0893
LEFT (L)	70	70	3000	0.0233	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.70 B

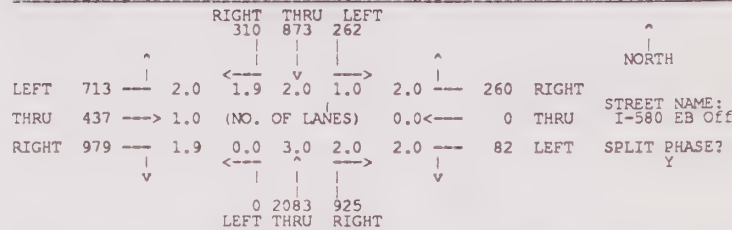
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	925	880 *	3000	0.2933	
THRU (T)	2083	2083	4950	0.4208	0.4208
SB RIGHT (R)	310	310	1650	0.1879	
THRU (T)	873	873	3300	0.2645	
LEFT (L)	262	262	1650	0.1588	0.1588
EB RIGHT (R)	979	979	1650	0.5933	
THRU (T)	437	437	1650	0.2648	0.2648
LEFT (L)	713	713	3000	0.2377	
WB RIGHT (R)	260	0 *	3000	0.0000	
LEFT (L)	82	82	3000	0.0273	0.0273

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.87 D

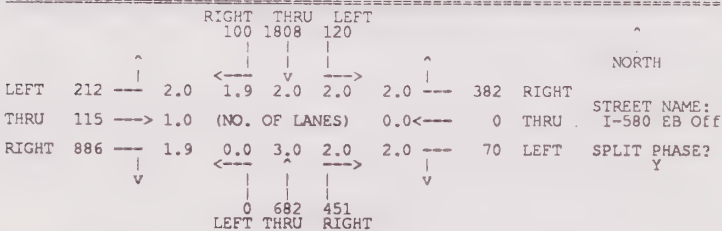
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	682	682	4950	0.1378	
SB RIGHT (R)	100	100	1650	0.0606	
THRU (T)	1808	1808	3300	0.5479	0.5479
LEFT (L)	120	120	3000	0.0400	
EB RIGHT (R)	886	886	1650	0.5370	
THRU (T)	115	115	1650	0.0697	
LEFT (L)	212	212	3000	0.0707	0.0707
WB RIGHT (R)	382	316 *	3000	0.1053	0.1053
LEFT (L)	70	70	3000	0.0233	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.72 C

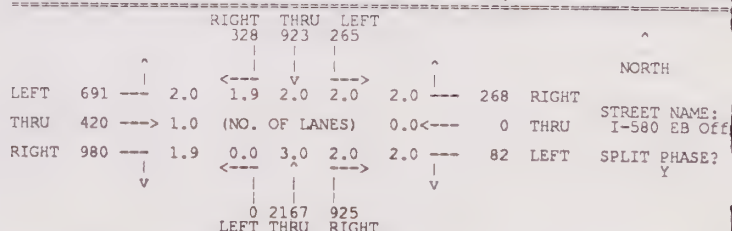
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Santa Rita Rd SPLIT PHASE? N

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	925	880 *	3000	0.2933	
THRU (T)	2167	2167	4950	0.4378	0.4378
SB RIGHT (R)	328	328	1650	0.1988	
THRU (T)	923	923	3300	0.2797	
LEFT (L)	265	265	3000	0.0883	0.0883
EB RIGHT (R)	980	980	1650	0.5939	
THRU (T)	420	420	1650	0.2545	0.2545
LEFT (L)	691	691	3000	0.2303	
WB RIGHT (R)	268	122 *	3000	0.0407	0.0407
LEFT (L)	82	82	3000	0.0273	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.82 D

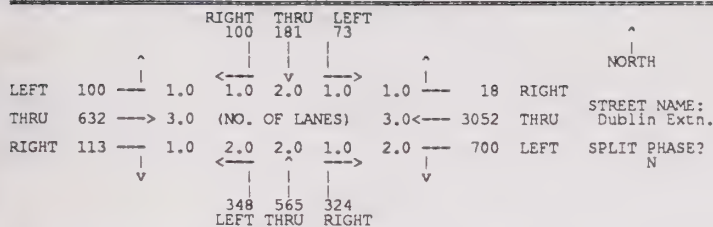
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	324	0 *	1650	0.0000	0.1712
THRU (T)	565	565	3300	0.1712	
LEFT (L)	348	348	3000	0.1160	
SB RIGHT (R)	100	0 *	1650	0.0000	0.0442
THRU (T)	181	181	3300	0.0548	
LEFT (L)	73	73	1650	0.0442	
EB RIGHT (R)	113	0 *	1650	0.0000	0.0606
THRU (T)	632	632	4950	0.1277	
LEFT (L)	100	100	1650	0.0606	
WB RIGHT (R)	18	0 *	1650	0.0000	0.6166
THRU (T)	3052	3052	4950	0.6166	
LEFT (L)	700	700	3000	0.2333	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

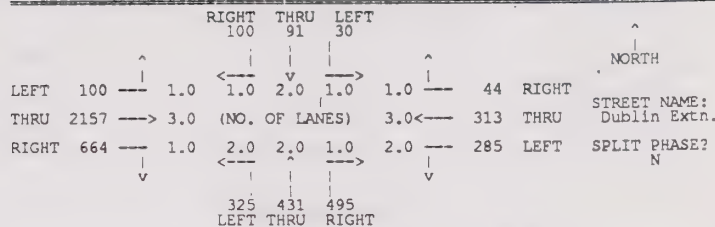
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	495	338 *	1650	0.2048	0.2048
THRU (T)	431	431	3300	0.1306	
LEFT (L)	325	325	3000	0.1083	
SB RIGHT (R)	100	0 *	1650	0.0000	0.0182
THRU (T)	91	91	3300	0.0276	
LEFT (L)	30	30	1650	0.0182	
EB RIGHT (R)	664	485 *	1650	0.2939	0.4358
THRU (T)	2157	2157	4950	0.4358	
LEFT (L)	100	100	1650	0.0606	
WB RIGHT (R)	44	14 *	1650	0.0085	0.0950
THRU (T)	313	313	4950	0.0632	
LEFT (L)	285	285	3000	0.0950	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

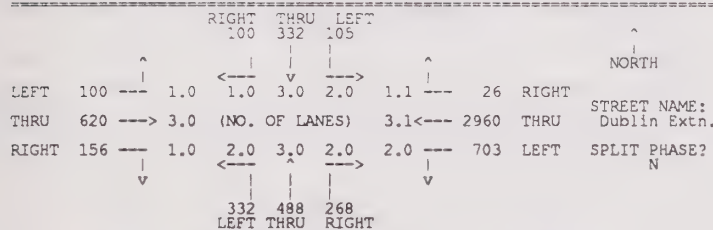
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	268	0 *	3000	0.0000	0.1107
THRU (T)	488	488	4950	0.0986	
LEFT (L)	332	332	3000	0.1107	
SB RIGHT (R)	100	0 *	1650	0.0000	0.0671
THRU (T)	332	332	4950	0.0671	
LEFT (L)	105	105	3000	0.0350	
EB RIGHT (R)	156	0 *	1650	0.0000	0.0606
THRU (T)	620	620	4950	0.1253	
LEFT (L)	100	100	1650	0.0606	
WB RIGHT (R)	26	26	1650	0.0158	0.6032
THRU (T)	2960	2960	4950	0.5980	
LEFT (L)	703	703	3000	0.2343	
T + R		2986	4950	0.6032	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

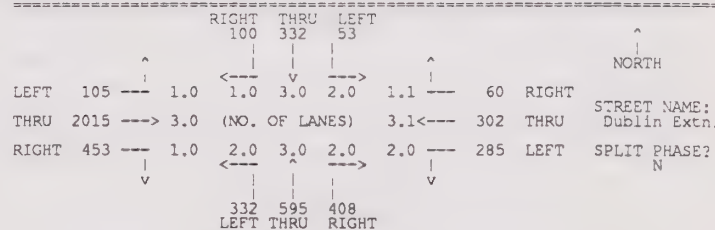
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Fallon Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	408	251 *	3000	0.0837	0.1107
THRU (T)	595	595	4950	0.1202	
LEFT (L)	332	332	3000	0.1107	
SB RIGHT (R)	100	0 *	1650	0.0000	0.0671
THRU (T)	332	332	4950	0.0671	
LEFT (L)	53	53	3000	0.0177	
EB RIGHT (R)	453	270 *	1650	0.1636	0.4071
THRU (T)	2015	2015	4950	0.4071	
LEFT (L)	105	105	1650	0.0636	
WB RIGHT (R)	60	60	1650	0.0364	0.0950
THRU (T)	302	302	4950	0.0610	
LEFT (L)	285	285	3000	0.0950	
T + R		362	4950	0.0731	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

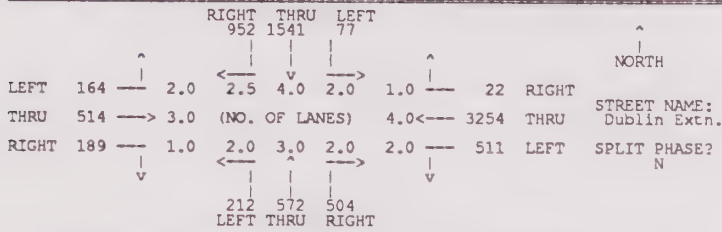
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	504	223 *	3000	0.0743	
THRU (T)	572	572	4950	0.1156	
LEFT (L)	212	212	3000	0.0707	0.0707
SB RIGHT (R)	952	788 *	3000	0.2627	0.2627
THRU (T)	1541	1541	6600	0.2335	
LEFT (L)	77	77	3000	0.0257	
EB RIGHT (R)	189	72 *	1650	0.0436	
THRU (T)	514	514	4950	0.1038	
LEFT (L)	164	164	3000	0.0547	0.0547
WB RIGHT (R)	22	0 *	1650	0.0000	
THRU (T)	3254	3254	6600	0.4930	0.4930
LEFT (L)	511	511	3000	0.1703	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.88 D

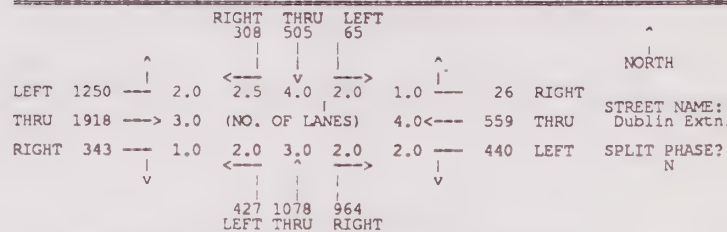
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 No Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-1N-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	964	722 *	3000	0.2407	0.2407
THRU (T)	1078	1078	4950	0.2178	
LEFT (L)	427	427	3000	0.1423	
SB RIGHT (R)	308	0 *	3000	0.0000	
THRU (T)	505	505	6600	0.0765	
LEFT (L)	65	65	3000	0.0217	0.0217
EB RIGHT (R)	343	108 *	1650	0.0655	
THRU (T)	1918	1918	4950	0.3875	0.3875
LEFT (L)	1250	1250	3000	0.4167	
WB RIGHT (R)	26	0 *	1650	0.0000	
THRU (T)	559	559	6600	0.0847	
LEFT (L)	440	440	3000	0.1467	0.1467

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.80 C

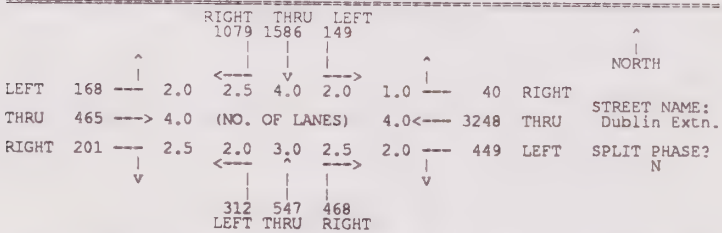
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: AM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	468	19 *	3000	0.0063	
THRU (T)	547	547	4950	0.1105	
LEFT (L)	312	312	3000	0.1040	0.1040
SB RIGHT (R)	1079	911 *	3000	0.3037	0.3037
THRU (T)	1586	1586	6600	0.2403	
LEFT (L)	149	149	3000	0.0497	
EB RIGHT (R)	201	0 *	3000	0.0000	
THRU (T)	465	465	6600	0.0705	
LEFT (L)	168	168	3000	0.0560	0.0560
WB RIGHT (R)	40	0 *	1650	0.0000	
THRU (T)	3248	3248	6600	0.4921	0.4921
LEFT (L)	449	449	3000	0.1497	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.96 E

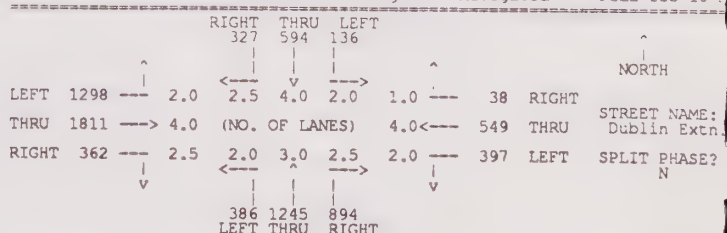
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: PM Year 2010 With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-10-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	894	497 *	3000	0.1657	
THRU (T)	1245	1245	4950	0.2515	0.2515
LEFT (L)	386	386	3000	0.1287	
SB RIGHT (R)	327	0 *	3000	0.0000	
THRU (T)	594	594	6600	0.0900	
LEFT (L)	136	136	3000	0.0453	0.0453
EB RIGHT (R)	362	0 *	3000	0.0000	
THRU (T)	1811	1811	6600	0.2744	
LEFT (L)	1298	1298	3000	0.4327	0.4327
WB RIGHT (R)	38	0 *	1650	0.0000	
THRU (T)	549	549	6600	0.0832	
LEFT (L)	397	397	3000	0.1323	0.0832

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.81 D

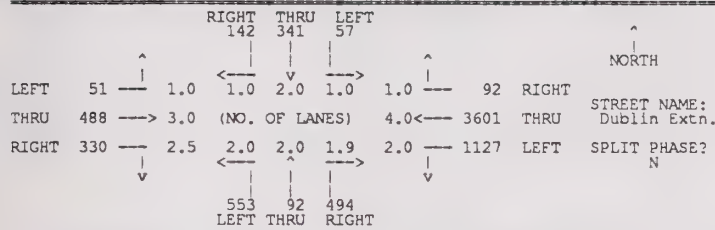
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 No Project - Mitigated * FILE 133-1N-M
 CONDITION : AM Year 2010 No Project - Mitigated * FILE 133-1N-M



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	494	494	1650	0.2994	
THRU (T)	92	92	3300	0.0279	
LEFT (L)	553	553	3000	0.1843	0.1843
SB RIGHT (R)	142	91 *	1650	0.0552	
THRU (T)	341	341	3300	0.1033	0.1033
LEFT (L)	57	57	1650	0.0345	
EB RIGHT (R)	330	0 *	3000	0.0000	
THRU (T)	488	488	4950	0.0986	
LEFT (L)	51	51	1650	0.0309	0.0309
WB RIGHT (R)	92	35 *	1650	0.0212	
THRU (T)	3601	3601	6600	0.5456	0.5456
LEFT (L)	1127	1127	3000	0.3757	0.3757

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

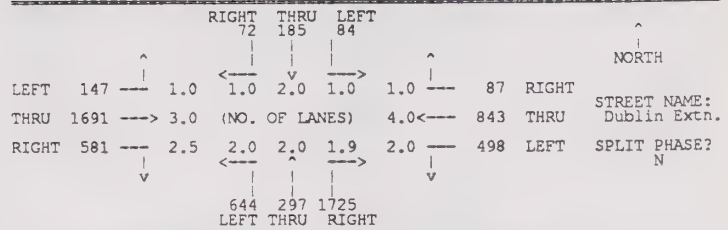
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 No Project - Mitigated * FILE 133-1N-M
 CONDITION : PM Year 2010 No Project - Mitigated * FILE 133-1N-M



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1725	1725	1650	1.0455 **	
THRU (T)	297	297	3300	0.0900	
LEFT (L)	644	644	3000	0.2147	0.2147
SB RIGHT (R)	72	0 *	1650	0.0000	
THRU (T)	185	185	3300	0.0561	0.0561
LEFT (L)	84	84	1650	0.0509	
EB RIGHT (R)	581	0 *	3000	0.0000	
THRU (T)	1691	1691	4950	0.3416	0.3416
LEFT (L)	147	147	1650	0.0891	
WB RIGHT (R)	87	3 *	1650	0.0018	
THRU (T)	843	843	6600	0.1277	
LEFT (L)	498	498	3000	0.1660	0.1660

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

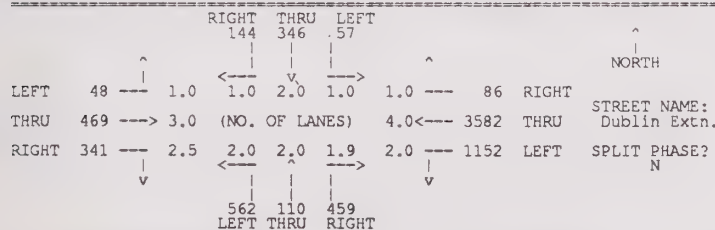
** APPROACHING OR EXCEEDING CAPACITY

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Year 2010 With Project - Mitigated * FILE 133-10-M
 CONDITION : AM Year 2010 With Project - Mitigated * FILE 133-10-M



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	459	459	1650	0.2782	
THRU (T)	110	110	3300	0.0333	
LEFT (L)	562	562	3000	0.1873	0.1873
SB RIGHT (R)	144	96 *	1650	0.0582	
THRU (T)	346	346	3300	0.1048	0.1048
LEFT (L)	57	57	1650	0.0345	
EB RIGHT (R)	341	0 *	3000	0.0000	
THRU (T)	469	469	4950	0.0947	
LEFT (L)	48	48	1650	0.0291	0.0291
WB RIGHT (R)	86	29 *	1650	0.0176	
THRU (T)	3582	3582	6600	0.5427	0.5427
LEFT (L)	1152	1152	3000	0.3840	0.3840

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

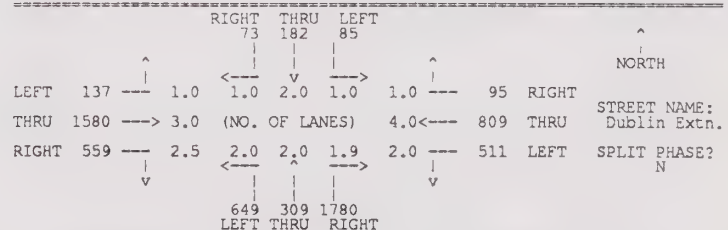
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Year 2010 With Project - Mitigated * FILE 133-10-M
 CONDITION : PM Year 2010 With Project - Mitigated * FILE 133-10-M



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1780	1780	1650	1.0788 **	
THRU (T)	309	309	3300	0.0936	
LEFT (L)	649	649	3000	0.2163	0.2163
SB RIGHT (R)	73	0 *	1650	0.0000	
THRU (T)	182	182	3300	0.0552	0.0552
LEFT (L)	85	85	1650	0.0515	
EB RIGHT (R)	559	0 *	3000	0.0000	
THRU (T)	1580	1580	4950	0.3192	0.3192
LEFT (L)	137	137	1650	0.0830	
WB RIGHT (R)	95	10 *	1650	0.0061	
THRU (T)	809	809	6600	0.1226	
LEFT (L)	511	511	3000	0.1703	0.1703

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

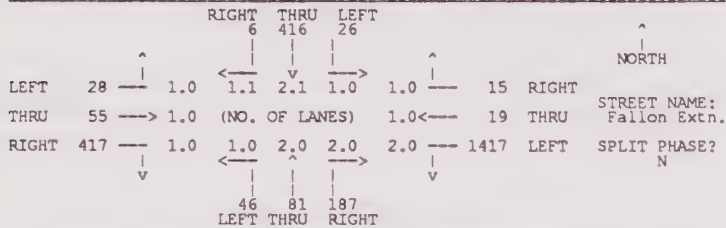
** APPROACHING OR EXCEEDING CAPACITY

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	187	0 *	3000	0.0000	
THRU (T)	81	81	3300	0.0245	
LEFT (L)	46	46	1650	0.0279	0.0279
SB RIGHT (R)	6	6	1650	0.0036	
THRU (T)	416	416	3300	0.1261	
LEFT (L)	26	26	1650	0.0158	
T + R		422	3300	0.1279	0.1279
EB RIGHT (R)	417	371 *	1650	0.2248	0.2248
THRU (T)	55	55	1650	0.0333	
LEFT (L)	28	28	1650	0.0170	
WB RIGHT (R)	15	0 *	1650	0.0000	
THRU (T)	19	19	1650	0.0115	
LEFT (L)	1417	1417	3000	0.4723	0.4723

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
 INTERSECTION LEVEL OF SERVICE: D

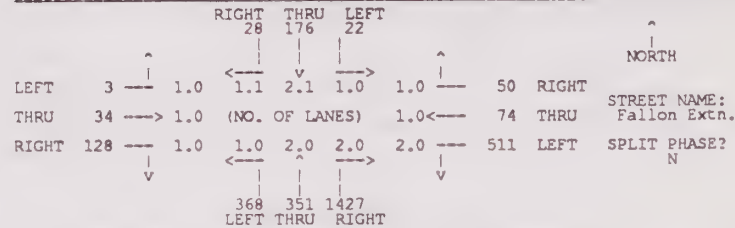
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 No Project - Mitigated FILE 133-1N-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1427	1146 *	3000	0.3820	0.3820
THRU (T)	351	351	3300	0.1064	
LEFT (L)	368	368	1650	0.2230	
SB RIGHT (R)	28	28	1650	0.0170	
THRU (T)	176	176	3300	0.0533	
LEFT (L)	22	22	1650	0.0133	0.0133
T + R		204	3300	0.0618	
EB RIGHT (R)	128	0 *	1650	0.0000	
THRU (T)	34	34	1650	0.0206	0.0206
LEFT (L)	3	3	1650	0.0018	
WB RIGHT (R)	50	28 *	1650	0.0170	
THRU (T)	74	74	1650	0.0448	
LEFT (L)	511	511	3000	0.1703	0.1703

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
 INTERSECTION LEVEL OF SERVICE: A

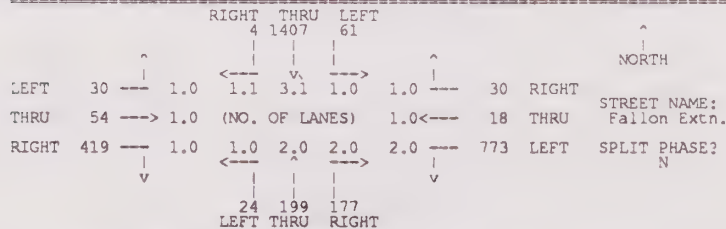
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	177	0 *	3000	0.0000	
THRU (T)	199	199	3300	0.0603	
LEFT (L)	24	24	1650	0.0145	0.0145
SB RIGHT (R)	4	4	1650	0.0024	
THRU (T)	1407	1407	4950	0.2842	
LEFT (L)	61	61	1650	0.0370	
T + R		1411	4950	0.2851	0.2851
EB RIGHT (R)	419	395 *	1650	0.2394	0.2394
THRU (T)	54	54	1650	0.0327	
LEFT (L)	30	30	1650	0.0182	
WB RIGHT (R)	30	0 *	1650	0.0000	
THRU (T)	18	18	1650	0.0109	
LEFT (L)	773	773	3000	0.2577	0.2577

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

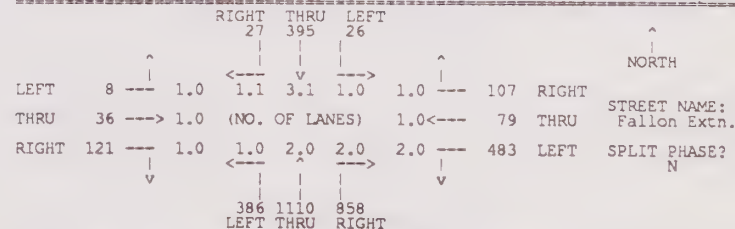
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/7/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Year 2010 With Project - Mitigated FILE 133-10-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	858	592 *	3000	0.1973	
THRU (T)	1110	1110	3300	0.3364	0.3364
LEFT (L)	386	386	1650	0.2339	
SB RIGHT (R)	27	27	1650	0.0164	
THRU (T)	395	395	4950	0.0798	
LEFT (L)	26	26	1650	0.0158	0.0158
T + R		422	4950	0.0853	
EB RIGHT (R)	121	0 *	1650	0.0000	
THRU (T)	36	36	1650	0.0218	0.0218
LEFT (L)	8	8	1650	0.0048	
WB RIGHT (R)	107	81 *	1650	0.0491	
THRU (T)	79	79	1650	0.0479	
LEFT (L)	483	483	3000	0.1610	0.1610

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
 INTERSECTION LEVEL OF SERVICE: A

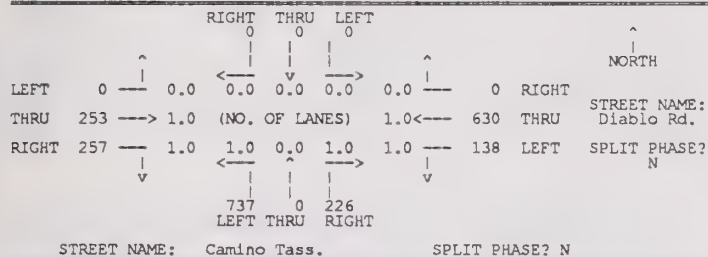
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M
 CONDITION :



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	88 *	1720	0.0512	0.4285
LEFT (L)	737	737	1720	0.4285	
EB RIGHT (R)	257	0 *	1720	0.0000	0.1471
THRU (T)	253	253	1720	0.1471	
WB THRU (T)	630	630	1720	0.3663	0.3663
LEFT (L)	138	138	1720	0.0802	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.79	
INTERSECTION LEVEL OF SERVICE:				C	

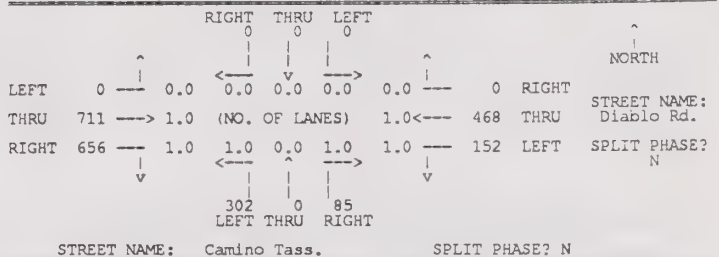
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 505 Camino Tass. and Diablo Rd. DANVILLE
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M
 CONDITION :



3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	0 *	1720	0.0000	0.1756
LEFT (L)	302	302	1720	0.1756	
EB RIGHT (R)	656	354 *	1720	0.2058	0.4134
THRU (T)	711	711	1720	0.4134	
WB THRU (T)	468	468	1720	0.2721	0.0884
LEFT (L)	152	152	1720	0.0884	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.68	
INTERSECTION LEVEL OF SERVICE:				B	

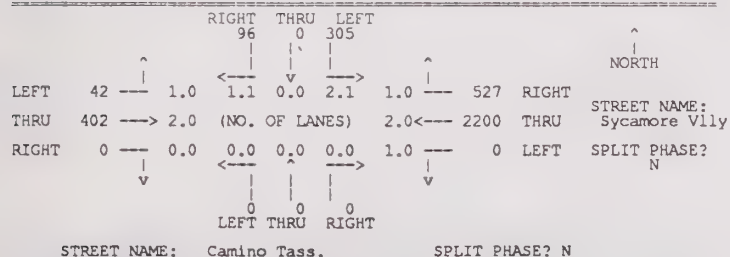
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 506 Camino Tass. and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M
 CONDITION :



5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	96	96	1650	0.0582	0.1337
LEFT (L)	305	305	3000	0.1017	
T + R + L		401	3000	0.1337	
EB THRU (T)	402	402	3300	0.1218	0.0255
LEFT (L)	42	42	1650	0.0255	
WB RIGHT (R)	527	359 *	1650	0.2176	0.6667
THRU (T)	2200	2200	3300	0.6667	
LEFT (L)	0	0	1650	0.0000	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.83	
INTERSECTION LEVEL OF SERVICE:				D	

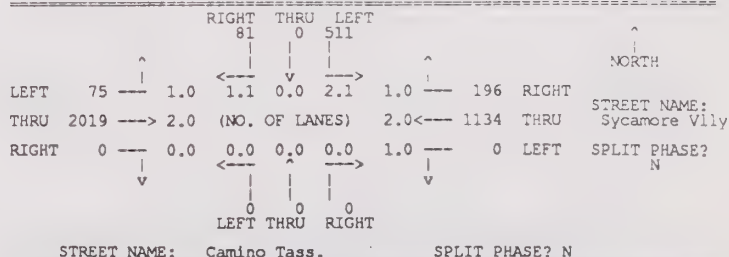
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 506 Camino Tass. and Sycamore Vly DANVILLE
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M
 CONDITION :

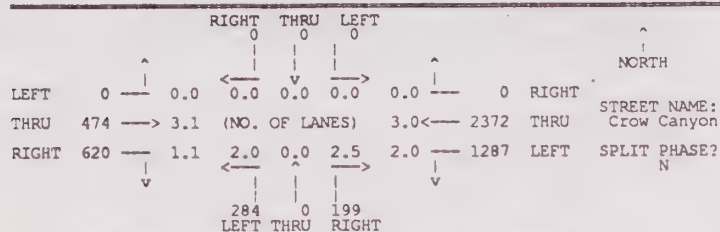


5 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	81	81	1650	0.0491	0.1973
LEFT (L)	511	511	3000	0.1703	
T + R + L		592	3000	0.1973	
EB THRU (T)	2019	2019	3300	0.6118	0.6118
LEFT (L)	75	75	1650	0.0455	
WB RIGHT (R)	196	0 *	1650	0.0000	0.0000
THRU (T)	1134	1134	3300	0.3436	
LEFT (L)	0	0	1650	0.0000	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.81	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Alcosta Blvd. SPLIT PHASE? N
 3 PHASE SIGNAL

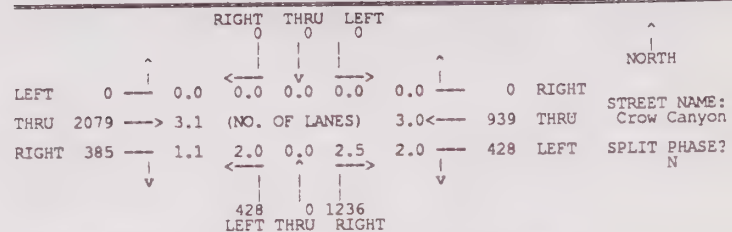
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	199	0 *	3127	0.0000	
LEFT (L)	284	284	3127	0.0908	0.0908
EB RIGHT (R)	620	620	1720	0.3605	0.3605
THRU (T)	474	474	5160	0.0919	
T + R		1094	5160	0.2120	
WB THRU (T)	2372	2372	5160	0.4597	
LEFT (L)	1287	1287	3127	0.4116	0.4116

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 514 Alcosta Blvd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Alcosta Blvd. SPLIT PHASE? N
 3 PHASE SIGNAL

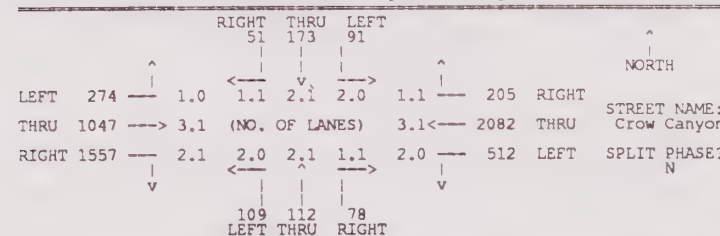
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1236	808 *	3127	0.2584	0.2584
LEFT (L)	428	428	3127	0.1369	
EB RIGHT (R)	385	385	1720	0.2238	
THRU (T)	2079	2079	5160	0.4029	
T + R		2464	5160	0.4775	0.4775
WB THRU (T)	939	939	5160	0.1820	
LEFT (L)	428	428	3127	0.1369	0.1369

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Camino Ramon SPLIT PHASE? Y
 6 PHASE SIGNAL

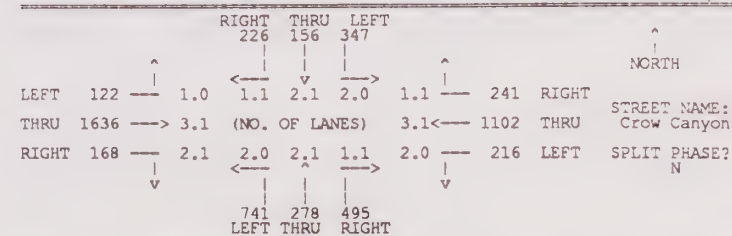
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	78	78	1650	0.0473	
THRU (T)	112	112	3300	0.0339	
LEFT (L)	109	109	3000	0.0363	
T + R		190	3300	0.0576	0.0576
SB RIGHT (R)	51	51	1650	0.0309	
THRU (T)	173	173	3300	0.0524	
LEFT (L)	91	91	3000	0.0303	
T + R		224	3300	0.0679	0.0679
EB RIGHT (R)	1557	1497 *	3000	0.4990	0.4990
THRU (T)	1047	1047	4950	0.2115	
LEFT (L)	274	274	1650	0.1661	
T + R		2544	6300	0.4038	
WB RIGHT (R)	205	205	1650	0.1242	
THRU (T)	2082	2082	4950	0.4206	
LEFT (L)	512	512	3000	0.1707	0.1707
T + R		2287	4950	0.4620	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 515 Camino Ramon and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Camino Ramon SPLIT PHASE? Y
 6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	495	495	1650	0.3000	0.3000
THRU (T)	278	278	3300	0.0842	
LEFT (L)	741	741	3000	0.2470	
T + R		773	3300	0.2342	
SB RIGHT (R)	226	226	1650	0.1370	0.1370
THRU (T)	156	156	3300	0.0473	
LEFT (L)	347	347	3000	0.1157	
T + R		382	3300	0.1158	
EB RIGHT (R)	168	0 *	3000	0.0000	
THRU (T)	1636	1636	4950	0.3305	0.3305
LEFT (L)	122	122	1650	0.0739	
T + R		1636	6300	0.2597	
WB RIGHT (R)	241	241	1650	0.1461	
THRU (T)	1102	1102	4950	0.2226	
LEFT (L)	216	216	3000	0.0720	0.0720
T + R		1343	4950	0.2713	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
 INTERSECTION LEVEL OF SERVICE: D

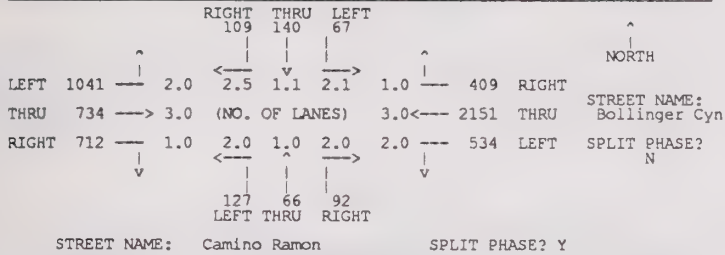
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	92	0 *	3000	0.0000	
THRU (T)	66	66	1650	0.0400	
LEFT (L)	127	127	3000	0.0423	0.0423
SB RIGHT (R)	109	0 *	3000	0.0000	
THRU (T)	140	140	1650	0.0848	
LEFT (L)	67	67	3000	0.0223	0.0848
T + L		207	3000	0.0690	
EB RIGHT (R)	712	642 *	1650	0.3891	
THRU (T)	734	734	4950	0.1483	
LEFT (L)	1041	1041	3000	0.3470	0.3470
WB RIGHT (R)	409	372 *	1650	0.2255	
THRU (T)	2151	2151	4950	0.4345	0.4345
LEFT (L)	534	534	3000	0.1780	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
 INTERSECTION LEVEL OF SERVICE: E

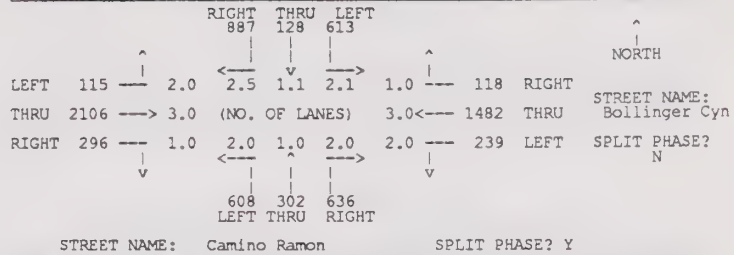
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 521 Camino Ramon and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M



6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	636	505 *	3000	0.1683	
THRU (T)	302	302	1650	0.1830	
LEFT (L)	608	608	3000	0.2027	0.2027
SB RIGHT (R)	887	772 *	3000	0.2573	0.2573
THRU (T)	128	128	1650	0.0776	
LEFT (L)	613	613	3000	0.2043	
T + L		741	3000	0.2470	
EB RIGHT (R)	296	0 *	1650	0.0000	
THRU (T)	2106	2106	4950	0.4255	0.4255
LEFT (L)	115	115	3000	0.0383	
WB RIGHT (R)	118	0 *	1650	0.0000	
THRU (T)	1482	1482	4950	0.2994	
LEFT (L)	239	239	3000	0.0797	0.0797

TOTAL VOLUME-TO-CAPACITY RATIO: 0.97
 INTERSECTION LEVEL OF SERVICE: E

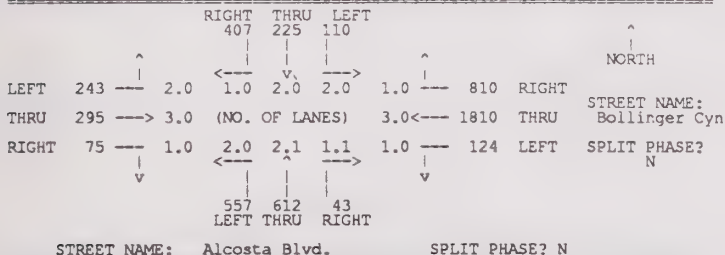
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M



8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	43	43	1650	0.0261	
THRU (T)	612	612	3300	0.1855	
LEFT (L)	557	557	3000	0.1857	
T + R		655	3300	0.1985	0.1857
SB RIGHT (R)	407	273 *	1650	0.1655	0.1655
THRU (T)	225	225	3300	0.0682	
LEFT (L)	110	110	3000	0.0367	
EB RIGHT (R)	75	0 *	1650	0.0000	
THRU (T)	295	295	4950	0.0596	
LEFT (L)	243	243	3000	0.0810	0.0810
WB RIGHT (R)	810	750 *	1650	0.4545	0.4545
THRU (T)	1810	1810	4950	0.3657	
LEFT (L)	124	124	1650	0.0752	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

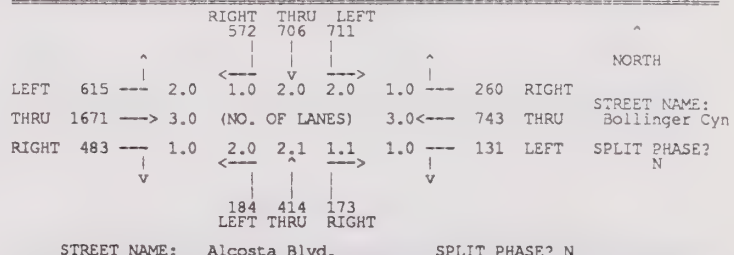
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 522 Alcosta Blvd. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M



8 PHASE SIGNAL

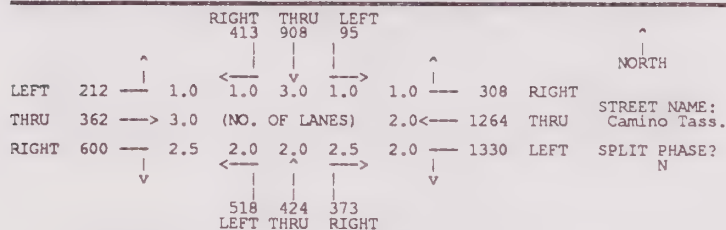
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	173	173	1650	0.1048	
THRU (T)	414	414	3300	0.1255	
LEFT (L)	184	184	3000	0.0613	
T + R		587	3300	0.1779	0.1779
SB RIGHT (R)	572	234 *	1650	0.1418	
THRU (T)	706	706	3300	0.2139	
LEFT (L)	711	711	3000	0.2370	0.2370
EB RIGHT (R)	483	382 *	1650	0.2315	
THRU (T)	1671	1671	4950	0.3376	0.3376
LEFT (L)	615	615	3000	0.2050	
WB RIGHT (R)	260	0 *	1650	0.0000	
THRU (T)	743	743	4950	0.1501	
LEFT (L)	131	131	1650	0.0794	0.0794

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



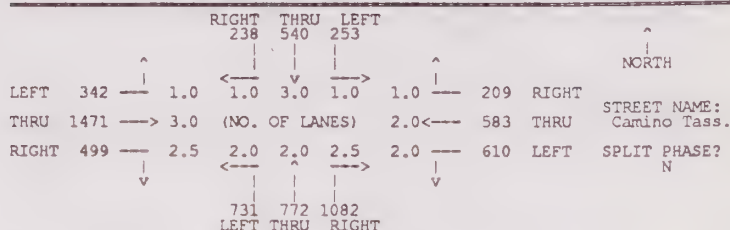
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	373	0 *	3000	0.0000	
THRU (T)	424	424	3300	0.1285	
LEFT (L)	518	518	3000	0.1727	0.1727
SB RIGHT (R)	413	201 *	1650	0.1218	
THRU (T)	908	908	4950	0.1834	0.1834
LEFT (L)	95	95	1650	0.0576	
EB RIGHT (R)	600	82 *	3000	0.0273	
THRU (T)	362	362	4950	0.0731	0.0731
LEFT (L)	212	212	1650	0.1285	
WB RIGHT (R)	308	213 *	1650	0.1291	
THRU (T)	1264	1264	3300	0.3830	
LEFT (L)	1330	1330	3000	0.4433	0.4433

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 564 Blackhawk Rd. and Camino Tass. DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



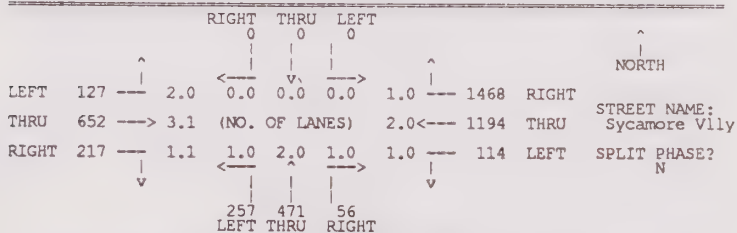
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1082	472 *	3000	0.1573	
THRU (T)	772	772	3300	0.2339	0.2339
LEFT (L)	731	731	3000	0.2437	
SB RIGHT (R)	238	0 *	1650	0.0000	
THRU (T)	540	540	4950	0.1091	
LEFT (L)	253	253	1650	0.1533	0.1533
EB RIGHT (R)	499	0 *	3000	0.0000	
THRU (T)	1471	1471	4950	0.2972	0.2972
LEFT (L)	342	342	1650	0.2073	
WB RIGHT (R)	209	0 *	1650	0.0000	
THRU (T)	583	583	3300	0.1767	
LEFT (L)	610	610	3000	0.2033	0.2033

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 945 I-680 NB On and Sycamore Vly DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	56	0 *	1650	0.0000	
THRU (T)	471	471	3300	0.1427	
LEFT (L)	257	257	1650	0.1558	0.1558
EB RIGHT (R)	217	217	1650	0.1315	
THRU (T)	652	652	4950	0.1317	
LEFT (L)	127	127	3000	0.0423	0.0423
T + R		869	4950	0.1756	
WB RIGHT (R)	1468	768 *\$	1650	0.4655	0.4655
THRU (T)	1194	1194	3300	0.3618	
LEFT (L)	114	114	1650	0.0691	

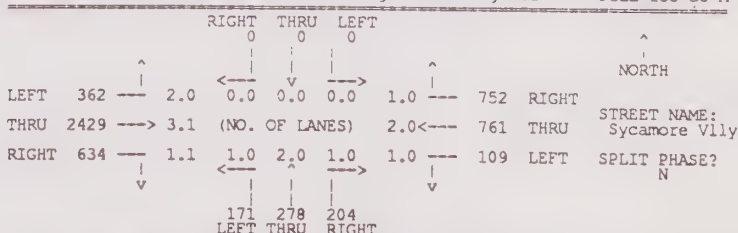
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
 INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 945 I-680 NB On and Sycamore Vly DANVILLE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	204	95 *	1650	0.0576	
THRU (T)	278	278	3300	0.0842	
LEFT (L)	171	171	1650	0.1036	0.1036
EB RIGHT (R)	634	634	1650	0.3842	
THRU (T)	2429	2429	4950	0.4907	
LEFT (L)	362	362	3000	0.1207	
T + R		3063	4950	0.6188	0.6188
WB RIGHT (R)	752	52 *\$	1650	0.0315	
THRU (T)	761	761	3300	0.2306	
LEFT (L)	109	109	1650	0.0661	0.0661

TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
 INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

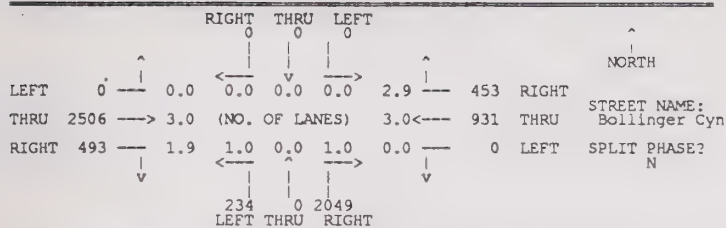
\$ SPECIAL ADJUSTMENT APPLIED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2049	849 *\$	1800	0.4717	0.4717
LEFT (L)	234	234	1800	0.1300	
EB RIGHT (R)	493	493	1800	0.2739	
THRU (T)	2506	2506	5400	0.4641	0.4641
WB RIGHT (R)	453	453	3273	0.1384	
THRU (T)	931	931	5400	0.1724	

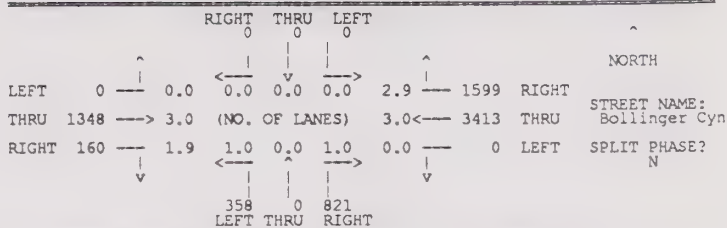
TOTAL VOLUME-TO-CAPACITY RATIO: 0.94
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 953 I-680 NB Off and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: I-680 NB Off SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	821	0 *\$	1800	0.0000	
LEFT (L)	358	358	1800	0.1989	0.1989
EB RIGHT (R)	160	160	1800	0.0889	
THRU (T)	1348	1348	5400	0.2496	
WB RIGHT (R)	1599	1599	3273	0.4885	
THRU (T)	3413	3413	5400	0.6320	0.6320

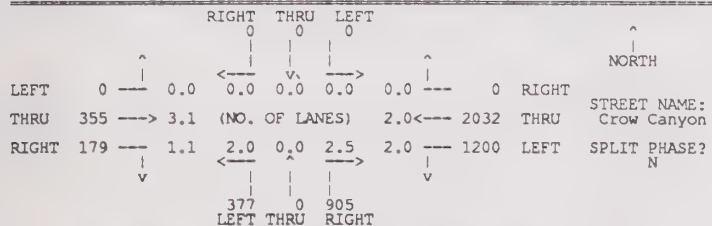
TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
 \$ SPECIAL ADJUSTMENT APPLIED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	905	0 *	3127	0.0000	
LEFT (L)	377	377	3127	0.1206	0.1206
EB RIGHT (R)	179	179	1720	0.1041	
THRU (T)	355	355	5160	0.0688	
T + R		534	5160	0.1035	
WB THRU (T)	2032	2032	3440	0.5907	0.5907
LEFT (L)	1200	1200	3127	0.3838	

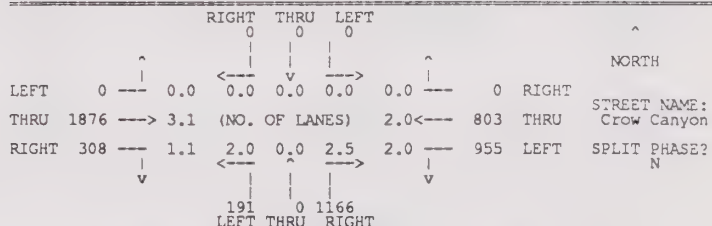
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1369 Dougherty Rd. and Crow Canyon SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1166	211 *	3127	0.0675	0.0675
LEFT (L)	191	191	3127	0.0611	
EB RIGHT (R)	308	308	1720	0.1791	
THRU (T)	1876	1876	5160	0.3636	
T + R		2184	5160	0.4233	0.4233
WB THRU (T)	803	803	3440	0.2334	
LEFT (L)	955	955	3127	0.3054	0.3054

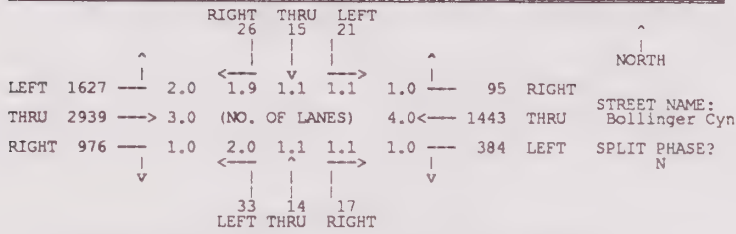
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	17	1650	0.0103	
THRU (T)	14	14	1650	0.0085	
LEFT (L)	33	33	3000	0.0110	
T + R		31	1650	0.0188	0.0188
SB RIGHT (R)	26	26	1650	0.0158	
THRU (T)	15	15	1650	0.0091	
LEFT (L)	21	21	1650	0.0127	
T + L		36	1650	0.0218	0.0218
EB RIGHT (R)	976	958 *	1650	0.5806	
THRU (T)	2939	2939	4950	0.5937	0.5937
LEFT (L)	1627	1627	3000	0.5423	
WB RIGHT (R)	95	74 *	1650	0.0448	
THRU (T)	1443	1443	6600	0.2186	
LEFT (L)	384	384	1650	0.2327	0.2327

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.87 D

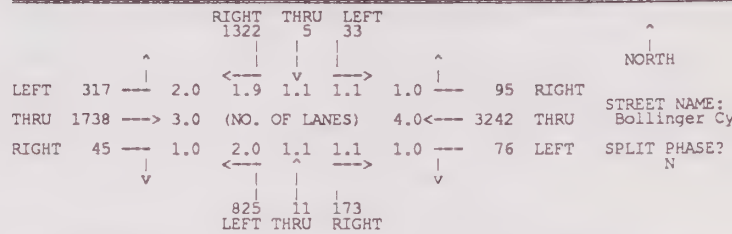
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 1385 Sunset Dr. and Bollinger Cyn SAN RAMON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Sunset Dr. SPLIT PHASE? Y

6 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	173	173	1650	0.1048	
THRU (T)	11	11	1650	0.0067	
LEFT (L)	825	825	3000	0.2750	0.2750
T + R		184	1650	0.1115	
SB RIGHT (R)	1322	1322	1650	0.8012	
THRU (T)	5	5	1650	0.0030	
LEFT (L)	33	33	1650	0.0200	
T + L		38	1650	0.0230	0.0230
EB RIGHT (R)	45	0 *	1650	0.0000	
THRU (T)	1738	1738	4950	0.3511	
LEFT (L)	317	317	3000	0.1057	0.1057
WB RIGHT (R)	95	62 *	1650	0.0376	
THRU (T)	3242	3242	6600	0.4912	0.4912
LEFT (L)	76	76	1650	0.0461	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.89 D

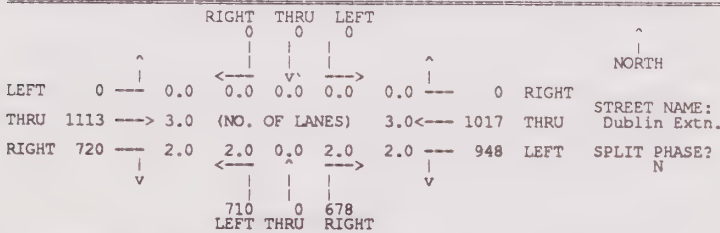
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	678	157 *	3000	0.0523	
LEFT (L)	710	710	3000	0.2367	0.2367
EB RIGHT (R)	720	330 *	3000	0.1100	
THRU (T)	1113	1113	4950	0.2248	0.2248
WB THRU (T)	1017	1017	4950	0.2055	
LEFT (L)	948	948	3000	0.3160	0.3160

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.78 C

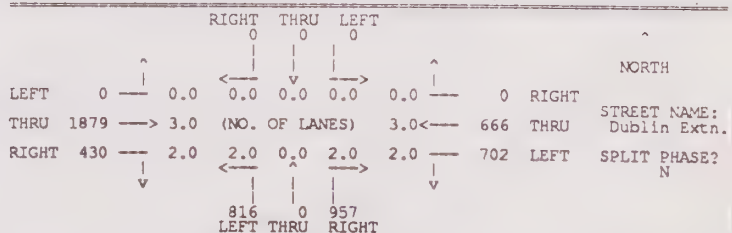
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2201 Airway Blvd. and Dublin Extn. LIVERMORE
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Airway Blvd. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	957	571 *	3000	0.1903	
LEFT (L)	816	816	3000	0.2720	0.2720
EB RIGHT (R)	430	0 *	3000	0.0000	
THRU (T)	1879	1879	4950	0.3796	0.3796
WB THRU (T)	666	666	4950	0.1345	
LEFT (L)	702	702	3000	0.2340	0.2340

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE: 0.89 D

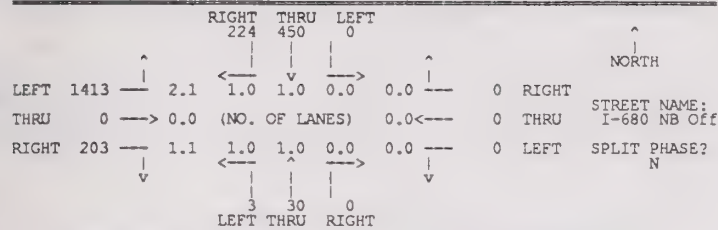
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	30	30	1650	0.0182	0.0018
LEFT (L)	3	3	1650	0.0018	
SB RIGHT (R)	224	0 *	1650	0.0000	0.2727
THRU (T)	450	450	1650	0.2727	
EB RIGHT (R)	203	203	1650	0.1230	0.5387
LEFT (L)	1413	1413	3000	0.4710	
T + R + L		1616	3000	0.5387	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
 INTERSECTION LEVEL OF SERVICE: D

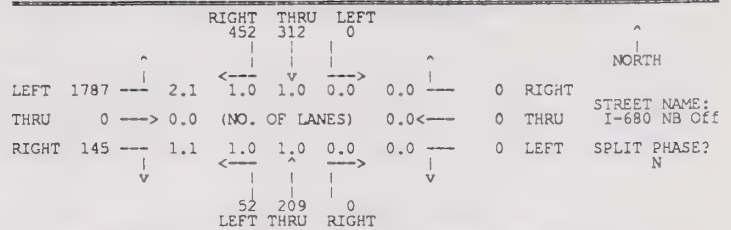
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2253 Village Pkwy. and I-680 NB Off DUBLIN
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Village Pkwy. SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	209	209	1650	0.1267	0.0315
LEFT (L)	52	52	1650	0.0315	
SB RIGHT (R)	452	0 *	1650	0.0000	0.1891
THRU (T)	312	312	1650	0.1891	
EB RIGHT (R)	145	145	1650	0.0879	0.6440
LEFT (L)	1787	1787	3000	0.5957	
T + R + L		1932	3000	0.6440	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

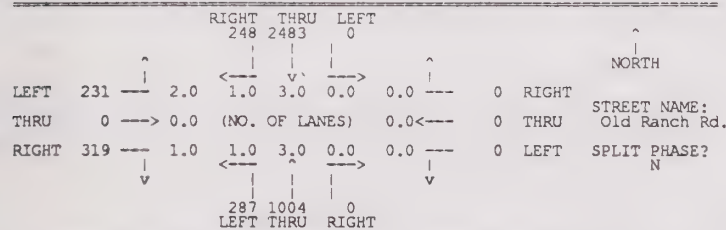
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1004	1004	5400	0.1859	0.1594
LEFT (L)	287	287	1800	0.1594	
SB RIGHT (R)	248	121 *	1800	0.0672	0.4598
THRU (T)	2483	2483	5400	0.4598	
EB RIGHT (R)	319	32 *	1800	0.0178	0.0706
LEFT (L)	231	231	3273	0.0706	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
 INTERSECTION LEVEL OF SERVICE: B

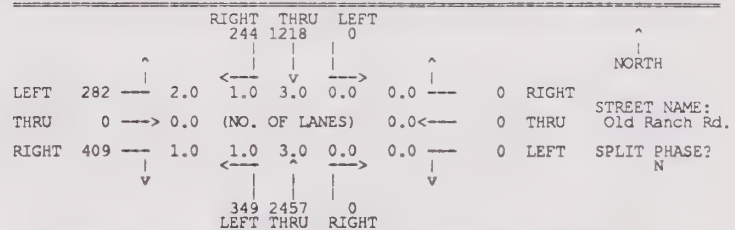
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2265 Dougherty Rd. and Old Ranch Rd. CONTRA COSTA COUNTY
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

2 PHASE SIGNAL

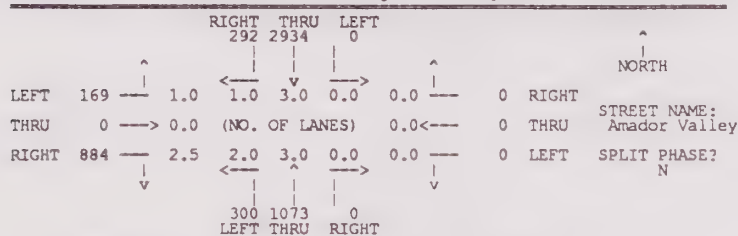
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	2457	2457	5400	0.4550	0.4550
LEFT (L)	349	349	1800	0.1939	
SB RIGHT (R)	244	89 *	1800	0.0494	0.2256
THRU (T)	1218	1218	5400	0.2256	
EB RIGHT (R)	409	60 *	1800	0.0333	0.0862
LEFT (L)	282	282	3273	0.0862	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
 INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M

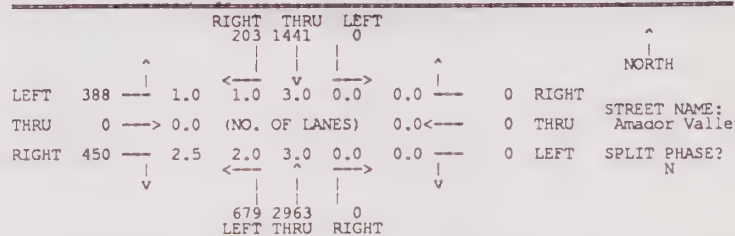


STREET NAME: Dougherty Rd.			SPLIT PHASE? N		
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1073	1073	4950	0.2168	0.1000
LEFT (L)	300	300	3000	0.1000	
SB RIGHT (R)	292	123 *	1650	0.0745	0.5927
THRU (T)	2934	2934	4950	0.5927	
EB RIGHT (R)	884	584 *	3000	0.1947	0.1947
LEFT (L)	169	169	1650	0.1024	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.89
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2280 Dougherty Rd. and Amador Valley DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M

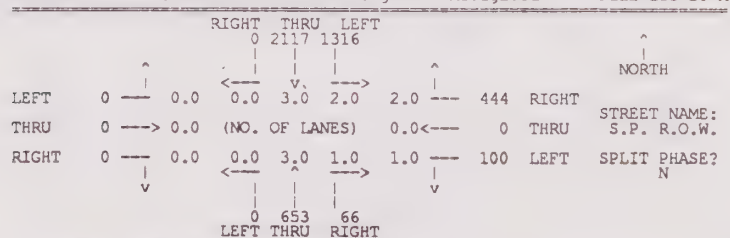


STREET NAME: Dougherty Rd.			SPLIT PHASE? N		
4 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	2963	2963	4950	0.5986	0.5986
LEFT (L)	679	679	3000	0.2263	
SB RIGHT (R)	203	0 *	1650	0.0000	0.2911
THRU (T)	1441	1441	4950	0.2911	
EB RIGHT (R)	450	0 *	3000	0.0000	0.2352
LEFT (L)	388	388	1650	0.2352	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.83	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1992 YY

CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M

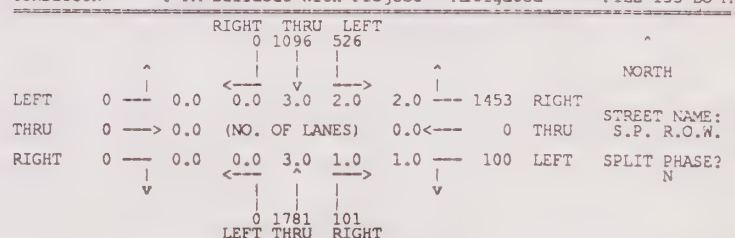


STREET NAME: Dougherty Rd.			SPLIT PHASE? N		
3 PHASE SIGNAL					
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	66	0 *	1720	0.0000	0.1266
THRU (T)	653	653	5160	0.1266	
SB THRU (T)	2117	2117	5160	0.4103	0.4209
LEFT (L)	1316	1316	3127	0.4209	
WB RIGHT (R)	444	0 *	3127	0.0000	0.0581
LEFT (L)	100	100	1720	0.0581	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.61
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92
 INTERSECTION 2290 Dougherty Rd. and S.P. R.O.W. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR: FILE 133-BO-M



STREET NAME: Dougherty Rd.			SPLIT PHASE? N			
3 PHASE SIGNAL						
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	101	1 *	1720	0.0006	0.3452
	THRU (T)	1781	1781	5160	0.3452	
SB	THRU (T)	1096	1096	5160	0.2124	0.1682
	LEFT (L)	526	526	3127	0.1682	
WB	RIGHT (R)	1453	1164 *	3127	0.3722	0.3722
	LEFT (L)	100	100	1720	0.0581	
TOTAL VOLUME-TO-CAPACITY RATIO:						0.89
INTERSECTION LEVEL OF SERVICE:						D

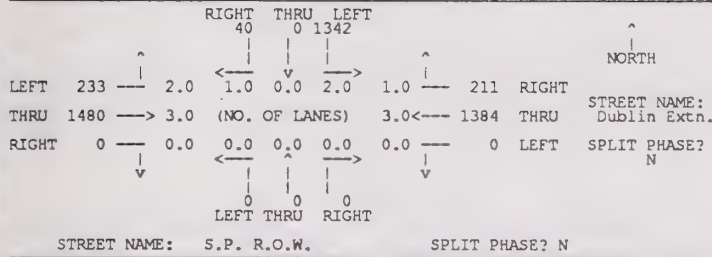
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	40	0 *	1720	0.0000	
LEFT (L)	1342	1342	3127	0.4292	0.4292
EB THRU (T)	1480	1480	5160	0.2868	
LEFT (L)	233	233	3127	0.0745	0.0745
WB RIGHT (R)	211	0 *	1720	0.0000	
THRU (T)	1384	1384	5160	0.2682	0.2682

TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
 INTERSECTION LEVEL OF SERVICE: C

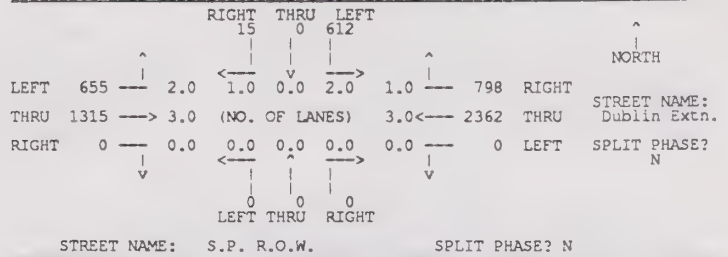
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2291 S.P. R.O.W. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: S.P. R.O.W. SPLIT PHASE? N

3 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
SB RIGHT (R)	15	0 *	1720	0.0000	
LEFT (L)	612	612	3127	0.1957	0.1957
EB THRU (T)	1315	1315	5160	0.2548	
LEFT (L)	655	655	3127	0.2095	0.2095
WB RIGHT (R)	798	461 *	1720	0.2680	
THRU (T)	2362	2362	5160	0.4578	0.4578

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

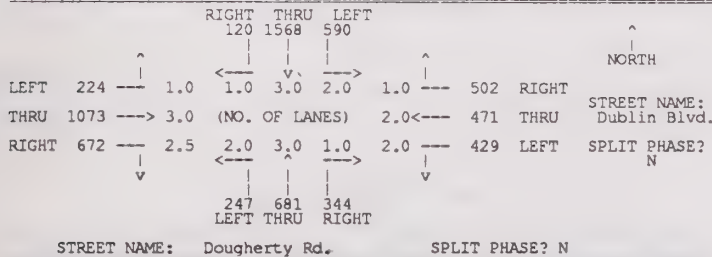
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	344	108 *	1650	0.0655	
THRU (T)	681	681	4950	0.1376	
LEFT (L)	247	247	3000	0.0823	0.0823
SB RIGHT (R)	120	0 *	1650	0.0000	
THRU (T)	1568	1568	4950	0.3168	
LEFT (L)	590	590	3000	0.1967	0.3168
EB RIGHT (R)	672	425 *	3000	0.1417	
THRU (T)	1073	1073	4950	0.2168	
LEFT (L)	224	224	1650	0.1358	0.2168
WB RIGHT (R)	502	178 *	1650	0.1079	
THRU (T)	471	471	3300	0.1427	
LEFT (L)	429	429	3000	0.1430	0.1430

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
 INTERSECTION LEVEL OF SERVICE: C

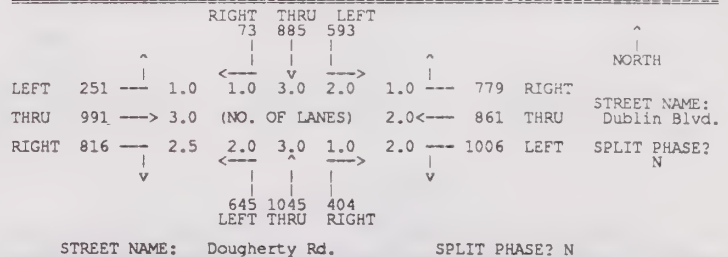
* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2307 Dougherty Rd. and Dublin Blvd. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: Dougherty Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	404	0 *	1650	0.0000	
THRU (T)	1045	1045	4950	0.2111	
LEFT (L)	645	645	3000	0.2150	0.2111
SB RIGHT (R)	73	0 *	1650	0.0000	
THRU (T)	885	885	4950	0.1788	
LEFT (L)	593	593	3000	0.1977	0.1977
EB RIGHT (R)	816	171 *	3000	0.0570	
THRU (T)	991	991	4950	0.2002	
LEFT (L)	251	251	1650	0.1521	0.2002
WB RIGHT (R)	779	453 *	1650	0.2745	
THRU (T)	861	861	3300	0.2609	
LEFT (L)	1006	1006	3000	0.3353	0.3353

TOTAL VOLUME-TO-CAPACITY RATIO: 0.94
 INTERSECTION LEVEL OF SERVICE: E

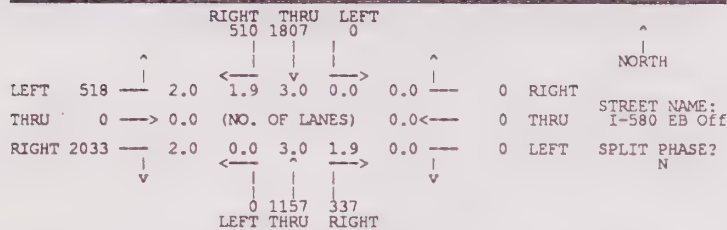
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Hopyard Rd.

SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	337	337	1800	0.1872	
THRU (T)	1157	1157	5400	0.2143	
SB RIGHT (R)	510	510	1800	0.2833	
THRU (T)	1807	1807	5400	0.3346	0.3346
EB RIGHT (R)	2033	1740 *\$	3273	0.5316	0.5316
LEFT (L)	518	518	3273	0.1583	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.87
 D

* ADJUSTED FOR RIGHT TURN ON RED

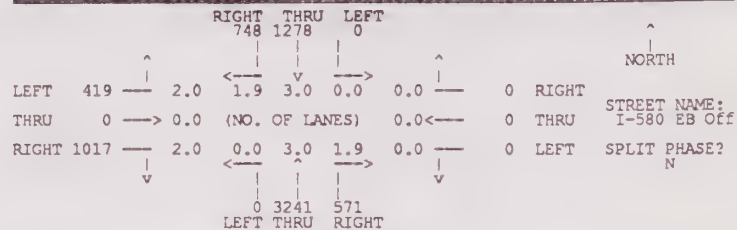
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2309 Hopyard Rd. and I-580 EB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Hopyard Rd.

SPLIT PHASE? N

2 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	571	571	1800	0.3172	
THRU (T)	3241	3241	5400	0.6002	0.6002
SB RIGHT (R)	748	748	1800	0.4156	
THRU (T)	1278	1278	5400	0.2367	
EB RIGHT (R)	1017	317 *\$	3273	0.0969	
LEFT (L)	419	419	3273	0.1280	0.1280

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.73
 C

* ADJUSTED FOR RIGHT TURN ON RED

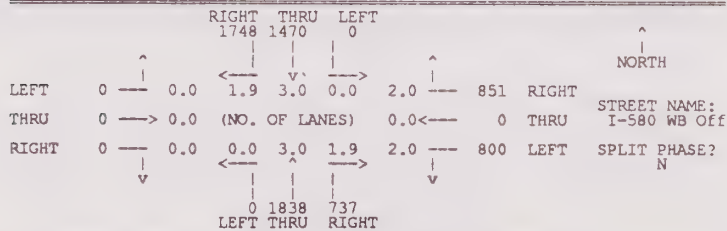
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Tassajara Rd.

SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	737	737	1650	0.4467	
THRU (T)	1838	1838	4950	0.3713	0.3713
SB RIGHT (R)	1748	1748	1650	1.0594 **	
THRU (T)	1470	1470	4950	0.2970	
WB RIGHT (R)	851	851 \$	3000	0.2837	0.2837
LEFT (L)	800	800	3000	0.2667	

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.66
 B

* ADJUSTED FOR RIGHT TURN ON RED

** APPROACHING OR EXCEEDING CAPACITY

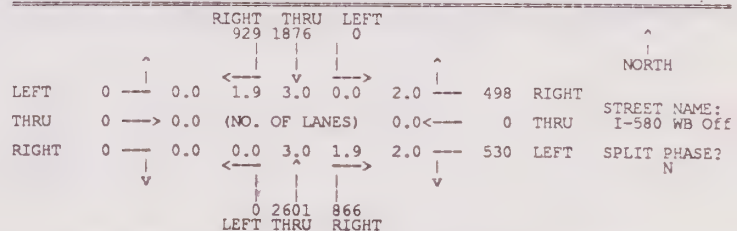
\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2322 Tassajara Rd. and I-580 WB Off PLEASANTON
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Tassajara Rd.

SPLIT PHASE? N

4 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	866	866	1650	0.5248	
THRU (T)	2601	2601	4950	0.5255	0.5255
SB RIGHT (R)	929	929	1650	0.5630	
THRU (T)	1876	1876	4950	0.3790	
WB RIGHT (R)	498	498 \$	3000	0.1660	
LEFT (L)	530	530	3000	0.1767	0.1767

TOTAL VOLUME-TO-CAPACITY RATIO:
 INTERSECTION LEVEL OF SERVICE:

0.70
 B

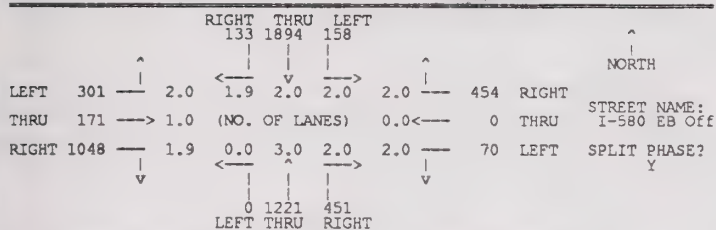
* ADJUSTED FOR RIGHT TURN ON RED

\$ SPECIAL ADJUSTMENT APPLIED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
COUNT DATE/TIME: PEAK HOUR:
CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



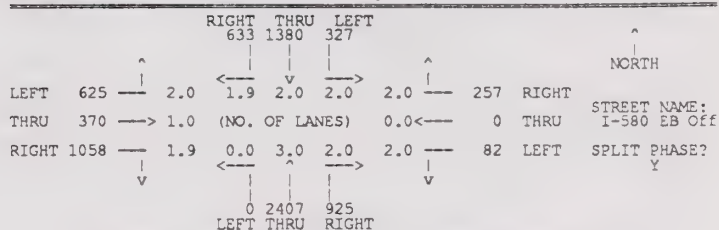
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	451	413 *	3000	0.1377	
THRU (T)	1221	1221	4950	0.2467	
SB RIGHT (R)	133	133	1650	0.0806	
THRU (T)	1894	1894	3300	0.5739	0.5739
LEFT (L)	158	158	3000	0.0527	
EB RIGHT (R)	1048	1048	1650	0.6352	
THRU (T)	171	171	1650	0.1036	0.1036
LEFT (L)	301	301	3000	0.1003	
WB RIGHT (R)	454	367 *	3000	0.1223	0.1223
LEFT (L)	70	70	3000	0.0233	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.80	
INTERSECTION LEVEL OF SERVICE:				C	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2323 Santa Rita Rd and I-580 EB Off PLEASANTON
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



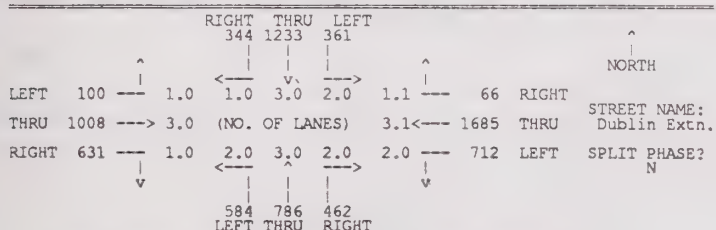
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	925	880 *	3000	0.2933	
THRU (T)	2407	2407	4950	0.4863	0.4863
SB RIGHT (R)	633	633	1650	0.3836	
THRU (T)	1380	1380	3300	0.4182	
LEFT (L)	327	327	3000	0.1090	0.1090
EB RIGHT (R)	1058	1058	1650	0.6412	
THRU (T)	370	370	1650	0.2242	0.2242
LEFT (L)	625	625	3000	0.2083	
WB RIGHT (R)	257	77 *	3000	0.0257	
LEFT (L)	82	82	3000	0.0273	0.0273
TOTAL VOLUME-TO-CAPACITY RATIO:				0.85	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
COUNT DATE/TIME: PEAK HOUR:
CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



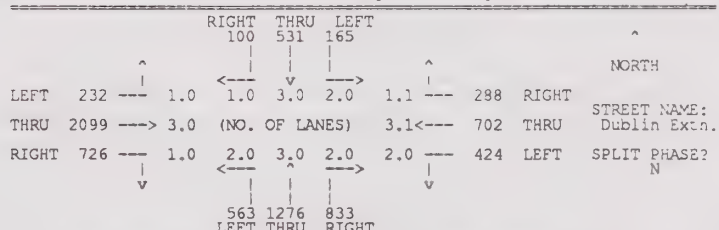
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	462	70 *	3000	0.0233	
THRU (T)	786	786	4950	0.1588	
LEFT (L)	584	584	3000	0.1947	0.1947
SB RIGHT (R)	344	244 *	1650	0.1479	
THRU (T)	1233	1233	4950	0.2491	0.2491
LEFT (L)	361	361	3000	0.1203	
EB RIGHT (R)	631	310 *	1650	0.1879	
THRU (T)	1008	1008	4950	0.2036	0.2036
LEFT (L)	100	100	1650	0.0606	
WB RIGHT (R)	66	66	1650	0.0400	
THRU (T)	1685	1685	4950	0.3404	
LEFT (L)	712	712	3000	0.2373	0.2373
T + R		1751	4950	0.3537	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.88	
INTERSECTION LEVEL OF SERVICE:				D	

* ADJUSTED FOR RIGHT TURN ON RED

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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS 10/29/92

INTERSECTION 2383 Fallon Rd. and Dublin Extn. DUBLIN
COUNT DATE/TIME: PEAK HOUR:
CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	833	600 *	3000	0.2000	
THRU (T)	1276	1276	4950	0.2578	0.2578
LEFT (L)	563	563	3000	0.1877	
SB RIGHT (R)	100	0 *	1650	0.0000	
THRU (T)	531	531	4950	0.1073	
LEFT (L)	165	165	3000	0.0550	0.0550
EB RIGHT (R)	726	416 *	1650	0.2521	
THRU (T)	2099	2099	4950	0.4240	0.4240
LEFT (L)	232	232	1650	0.1406	
WB RIGHT (R)	288	288	1650	0.1745	
THRU (T)	702	702	4950	0.1418	
LEFT (L)	424	424	3000	0.1413	0.1413
T + R		990	4950	0.2000	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.88	
INTERSECTION LEVEL OF SERVICE:				D	

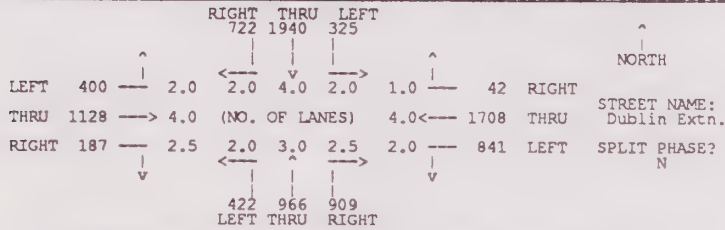
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	909	68 *	3000	0.0227	
THRU (T)	966	966	4950	0.1952	
LEFT (L)	422	422	3000	0.1407	0.1407
SB RIGHT (R)	722	502 *	3000	0.1673	
THRU (T)	1940	1940	6600	0.2939	0.2939
LEFT (L)	325	325	3000	0.1083	
EB RIGHT (R)	187	0 *	3000	0.0000	
THRU (T)	1128	1128	6600	0.1709	0.1709
LEFT (L)	400	400	3000	0.1333	
WB RIGHT (R)	42	0 *	1650	0.0000	
THRU (T)	1708	1708	6600	0.2588	
LEFT (L)	841	841	3000	0.2803	0.2803

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

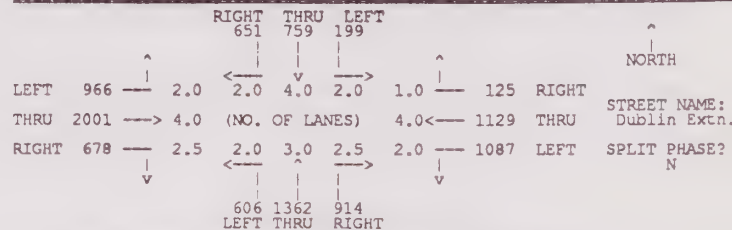
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2384 Tassajara Rd. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	914	0 *	3000	0.0000	
THRU (T)	1362	1362	4950	0.2752	0.2752
LEFT (L)	606	606	3000	0.2020	
SB RIGHT (R)	651	120 *	3000	0.0400	
THRU (T)	759	759	6600	0.1150	
LEFT (L)	199	199	3000	0.0663	0.0663
EB RIGHT (R)	678	72 *	3000	0.0240	
THRU (T)	2001	2001	6600	0.3032	0.3032
LEFT (L)	966	966	3000	0.3220	
WB RIGHT (R)	125	16 *	1650	0.0097	
THRU (T)	1129	1129	6600	0.1711	
LEFT (L)	1087	1087	3000	0.3623	0.3623

TOTAL VOLUME-TO-CAPACITY RATIO: 1.01
 INTERSECTION LEVEL OF SERVICE: F

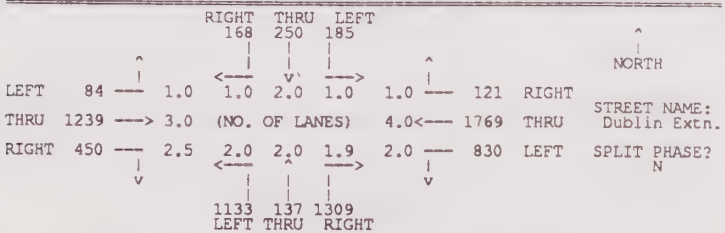
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1309	1309	1650	0.7933	
THRU (T)	137	137	3300	0.0415	
LEFT (L)	1133	1133	3000	0.3777	0.3777
SB RIGHT (R)	168	84 *	1650	0.0509	
THRU (T)	250	250	3300	0.0758	0.0758
LEFT (L)	185	185	1650	0.1121	
EB RIGHT (R)	450	0 *	3000	0.0000	
THRU (T)	1239	1239	4950	0.2503	0.2503
LEFT (L)	84	84	1650	0.0509	
WB RIGHT (R)	121	0 *	1650	0.0000	
THRU (T)	1769	1769	6600	0.2680	
LEFT (L)	830	830	3000	0.2767	0.2767

TOTAL VOLUME-TO-CAPACITY RATIO: 0.98
 INTERSECTION LEVEL OF SERVICE: E

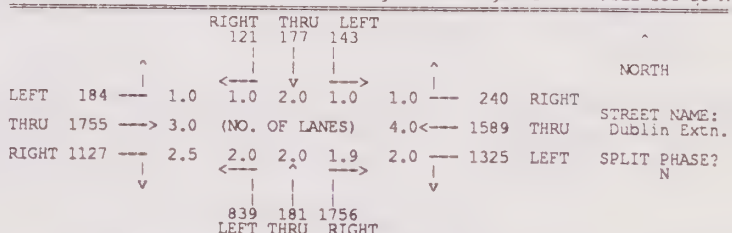
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2385 Hacienda Dr. and Dublin Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : FILE 133-BO-M



STREET NAME: Hacienda Dr. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1756	1756	1650	1.0642 **	
THRU (T)	181	181	3300	0.0548	
LEFT (L)	839	839	3000	0.2797	0.2797
SB RIGHT (R)	121	0 *	1650	0.0000	
THRU (T)	177	177	3300	0.0536	0.0536
LEFT (L)	143	143	1650	0.0867	
EB RIGHT (R)	1127	288 *	3000	0.0960	
THRU (T)	1755	1755	4950	0.3545	0.3545
LEFT (L)	184	184	1650	0.1115	
WB RIGHT (R)	240	97 *	1650	0.0588	
THRU (T)	1589	1589	6600	0.2408	
LEFT (L)	1325	1325	3000	0.4417	0.4417

TOTAL VOLUME-TO-CAPACITY RATIO: 1.13
 INTERSECTION LEVEL OF SERVICE: F

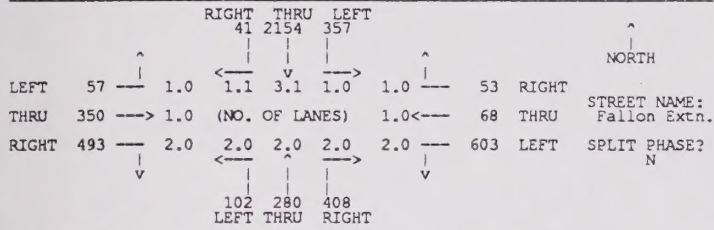
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : AM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : AM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	408	76 *	3000	0.0253	
THRU (T)	280	280	3300	0.0848	
LEFT (L)	102	102	3000	0.0340	0.0340
SB RIGHT (R)	41	41	1650	0.0248	
THRU (T)	2154	2154	4950	0.4352	
LEFT (L)	357	357	1650	0.2164	
T + R		2195	4950	0.4434	0.4434
EB RIGHT (R)	493	437 *	3000	0.1457	
THRU (T)	350	350	1650	0.2121	0.2121
LEFT (L)	57	57	1650	0.0345	
WB RIGHT (R)	53	0 *	1650	0.0000	
THRU (T)	68	68	1650	0.0412	
LEFT (L)	603	603	3000	0.2010	0.2010

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
 INTERSECTION LEVEL OF SERVICE: D

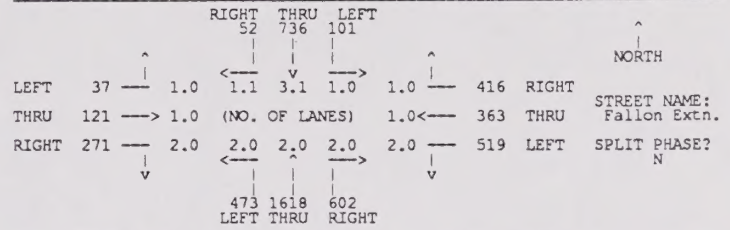
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CCTA INTERSECTION LEVEL OF SERVICE ANALYSIS

10/29/92

INTERSECTION 2514 Tassajara Rd. and Fallon Extn. DUBLIN
 COUNT DATE/TIME: : PM Buildout With Project - Mitigated PEAK HOUR:
 CONDITION : PM Buildout With Project - Mitigated FILE 133-BO-M



STREET NAME: Tassajara Rd. SPLIT PHASE? N

8 PHASE SIGNAL

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	602	317 *	3000	0.1057	
THRU (T)	1618	1618	3300	0.4903	0.4903
LEFT (L)	473	473	3000	0.1577	
SB RIGHT (R)	52	52	1650	0.0315	
THRU (T)	736	736	4950	0.1487	
LEFT (L)	101	101	1650	0.0612	0.0612
T + R		788	4950	0.1592	
EB RIGHT (R)	271	11 *	3000	0.0037	
THRU (T)	121	121	1650	0.0733	0.0733
LEFT (L)	37	37	1650	0.0224	
WB RIGHT (R)	416	315 *	1650	0.1909	
THRU (T)	363	363	1650	0.2200	
LEFT (L)	519	519	3000	0.1730	0.1730

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
 INTERSECTION LEVEL OF SERVICE: C

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